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GREAT LAKES HISTORICAL SOCIETY

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GREAT LAKES HISTORICAL SOCIETY

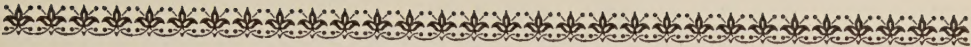
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A Possible Solution to The Mystery of the Griffin

By RICHARD P. TAPPENDEN

“SHE FIRED A PARTING SHOT, and on the eighteenth of September (1679), spread her sails for Niagara. . . . Nothing indeed was ever heard of her. As for La Salle, the belief grew in him to a settled conviction that she had been treacherously sunk by the pilot and the sailors to whom he had entrusted her. But whether her lading was swallowed in the depths of the lake, or lost in the clutches of traitors, the evil was alike past remedy. She was gone, it mattered little how.” Thus wrote Francis Parkman in 1869, in the first edition of *The Discovery of the Great West* (in later editions called *La Salle and the Discovery of the Great West*), and this story told 190 years after the loss of the *Griffin*, has been retold countless times, even down to Harlan Hatcher in 1944, in *The Great Lakes*: “The vessel sailed away laden with a good part of La Salle’s fortune. Neither the *Griffin* nor the pilot, or any member of the crew, or any fragment of the cargo was ever seen again or heard of. There has been much speculation on their fate.”

But other historians have quoted various records, controversial though they may be, to indicate that at least some additional information has been unearthed regarding the wreck of the *Griffin*. Frances Gaither, in *The Fatal River*, states that La Salle made a trip to Lake Simcoe the following year, and that “he met some Pottawatamies from the Green Bay Country who were able to give him news at last from his *Griffin*.”

“Two days after she had left the island where La Salle had quitted her, she had cast anchor in the northern part of Lake Michigan, where these Indians were encamped. There rose out of a profound calm a great wind. . . . Pilot Luke, unable to feel its violence in his sheltered position, took it into his head that here was the wind favorable for taking him on to Michillimackinac and gave his little crew orders to sail. The Indians knew there was a great storm raging outside, . . . but Pilot Luke laughed at them and said the *Griffin* was hardly afraid of a

little wind. He set sail. The wind increased in violence. The savages on shore saw the *Griffin* strike her sails hardly a quarter league out and begin to toss frightfully, driven out toward the Huron islands. Then the wind redoubled and a torrent of rain came down and they saw her no more. All winter they heard nothing of her, but last spring they had found along the coast two pairs of breeches, soiled with tar and torn, and more recently a hatch, an end of rope, and some bales of rotting beaver skins."

Other reports have indicated that this great wind was a west wind, typical of the fall storms of that region. Also, that as the *Griffin* was blown through the Straits of Mackinac and during the rain and darkness of the following night, residents of Michillimackinac heard the sound of her cannon, in what was believed to be an effort to let them know that she was unable to make the port, and was being blown out into Lake Huron.

If we examine the Lake Surveys Chart of Lake Huron (Ottawa, Canadian Hydrographic Service, 1933 [corrected to Dec. 5, 1938], No. 97) we will see that almost directly east of the Straits of Mackinac, across the northern end of Lake Huron, is the southern corner of Cockburn Island with its large magnetic reefs. This is the place where many ships have foundered, and after lightening their cargo, have been blown free across the Mississauga Straits, only to be wrecked on the great rocks at the western end of Manitoulin Island. To help prevent such wrecks the Mississauga Light and Fog Signal Station were built on the most westerly point of Manitoulin Island, where the water a few feet from shore is 30 fathoms deep.

From about 1877 to 1899, Albert Cullas was the lighthouse keeper, then for sixteen years Jim Ball and a helper by the name of Holesworth were in charge. In 1915, William Grant, who has lived at or near the light most of his life, took over and was the keeper until 1940 when he retired, leaving the job to his sons, Kensey and Ray. It is the tale that was told to this writer by William Grant, before he retired, that I wish to record.

Considerably over a century ago, Indians took white explorers to see the "old wreck" on a point two miles north of where the Mississauga Light now stands. It was here that they had got the hand forged spikes and hand made bolts, the lead from the calking, and the old tools and implements that they showed to the white men. After the lighthouse was built, the Indians burned part of the old hull to get more of the lead calking and finally in a big storm, most of the remaining timbers washed into the deep water just off shore. All that remained on shore after that was about a dozen pieces of timber bolted together, and a

few separate timbers, bolts, and spikes, which have since been scattered and sunk in recent storms.

During his spare time in the late 1890's, lighthouse keeper Albert Cullas, with the aid of two young helpers, William Grant and John Holesworth, built several small sailboats to sell to the Indians. One day when he needed a mast for one of these boats, he walked up the shore to a small canyon formed where a great rock had broken away from the limestone cliff. As he entered the big crack, where the white spruce grew tall and straight, he saw a number of trees that would make good masts. He also saw a snowshoe rabbit run into a hole made by the upturned roots of a tree that had blown over. At once he thought that if this hole had no exit, he might be able to grab this rabbit from under the roots, and thus have meat for supper. As he carefully approached the hole he saw no rabbit but he did see part of a very large watch chain draped over one of the roots. Removing some gravel he found a large brass watch attached to the chain. As he hurriedly dug under the roots, he also found a handful of old coins and tokens, some triangular in shape, some square, and some made with two kinds of metal. The dates on the coins were in the 1600's. He realized that he was only a short distance from "the old wreck" and that these objects must have belonged to her crew. Excited as he was, he turned toward the large rock which formed the canyon and which was upturned somewhat, forming a small cave. Peering into the cave he saw four skeletons. They were unmolested, just as they had laid down all in a row, and perished by cold or starvation or both.

This was too much for Cullas. He hurried back to the Light, and returned by boat with young Grant and Holesworth. They dug all around the hole under the tree and near the cave, found some more coins, two brass cannon rams, and a few old shipbuilders' tools. One of the skeletons was very large with an enormous head. Young Grant, who was over six feet tall, could place the jaw bone of the skull around his own face on the outside. They did not know that this large skeleton matched some of the descriptions of Captain Luc Dare, the huge Danish pilot of the *Griffin*. So they took the skulls, some of the bones and other objects back to the lighthouse, knowing that they had found at least part of the crew of "the old wreck." However, they had no knowledge of the history of the *Griffin*, and it never occurred to them that this might be La Salle's crew.

Sometime later, when the news of the find had spread to the town of Gore Bay, the local magistrate, Mr. F. W. Major, accompanied by Dr. Fred Conboy and several others visited the lighthouse by boat. Magistrate Major, a historian, recognized at once the importance of

the find. He explained that La Salle's crew was supposed to have consisted of the pilot and five others; so the search was renewed, and about a mile up the shore to the north, a smaller similar cave was discovered which contained two more skeletons. In all of the additional searching that has gone on since that time no others have ever been found. The large skull is supposed to have been taken to the National Museum in Toronto, and Dr. Conboy kept one of the others.

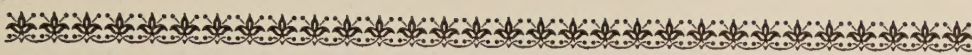
The remaining skulls with some of the bones were set up in an eerie row along the edge of the lighthouse dock, and one night while the boys were enjoying a little celebration, they were all kicked out into the deep water.

Years later, Cullas, who kept the old coins and tokens, moved to Bruce Mines and died. John Holesworth, who kept the watch, moved to Michipicoten Harbor, and later to Sault Ste. Marie. An old British sea captain who visited the light was the first to identify the brass objects as cannon rams, the wooden handles being gone. One of these was cut up to repair the oil tank of the light, and the other disappeared. Some of the old implements, bones, and bolts are now the closely guarded treasures of curio seekers. In this thoughtless way, practically all of the evidence that might have proved the identity of "the old wreck" has now been scattered.

Of all of the people now interested in trying to solve this mystery, probably Commander Eugene F. McDonald of Chicago has been most active. Just before the war he brought his yacht *Mizpah* to the scene of the wreck in an effort to raise the portion of the hull that is known to be in the deep water just off shore. His diving equipment was not adequate and further effort was postponed by the war. The University of Chicago has compared the annual rings of the old timbers of the wreck with those of trees from the region near Niagara Falls, where the *Griffin* was built, but no final report has been issued.

After nearly three hundred years it is very difficult to prove much of anything without positive evidence. In all probability it will only be through the finding of some of the five brass cannon, or other positive identification, that the fate of the first vessel to sail the upper lakes will be solved for all time.

Editor's Note: Another member of the Great Lakes Historical Society, Mr. Roy F. Fleming, who wrote the article on Paul Kane for the July, 1945, issue of *INLAND SEAS*, has written extensively on the problem of the *Griffin*. (He prefers the spelling *Griffon*.) Excerpts from his writings published in the *Manitoulin Expositor* will be found under NOTES in this issue of *INLAND SEAS*. Commander E. F. McDonald, referred to in both articles, who is doing so much to bring about a solution of this historical mystery, is also a member of the Great Lakes Historical Society.



The Vanishing Fleets

The Story of the Great Lakes Package Freighters

By REV. EDWARD J. DOWLING, S.J.

THE RECENT SALE of the last four vessels of the fleet of the Great Lakes Transit Corporation to South American buyers has concluded another chapter in the story of our inland seas. In times past the trim and speedy railway package freighters were to be seen and admired in every important harbor, and on every channel of the five lakes. Now they are gone.

Not long after the eastern railway systems of the United States had extended their lines to the Great Lakes area, they began to expand their field by the acquisition of lake steamers and sailing ships. These were special type ships, speedy for reliable performance and capacious for efficiency. Within a decade of their advent the railway package freighters were a fast growing and prosperous fleet. Their numbers grew through the years and reached a high point near the turn of the century when 90 or more such vessels were listed in ten major lines. By 1915 the number had fallen to 56, while in 1930 there were about 15 in active service, and as many more laid up. And now, in 1946, the few survivors are engaged in other trades.

The first railroad to establish a steamship line on the Great Lakes was the predecessor of the Erie system, which in 1852 organized the Union Steamboat Line. The first ships were chartered, and were four in number. Later, ten more were chartered, vessels ranging from 350 tons to 450 tons, named as follows:

<i>California</i>	<i>Princeton</i>
<i>Genesee Chief</i>	<i>Indiana</i>
<i>Pauhasset</i>	<i>Oregon</i>
<i>Owego</i>	<i>Susquehanna</i>
<i>Portsmouth</i>	<i>Governor Cushman</i>

In 1854 the line brought out the wooden propellers *Jersey City*, *Canisteo* and *Passaic*, of 600 tons, and two years later the *Elmira*, *New York*, and *Olean* were added. The *Marquette* was chartered in 1859 and the *Wabash* built in 1863. In the early seventies the larger (c. 1000

tons) freighters *Newburgh*, *Jay Gould*, *James Fisk, Jr.*, and *B. W. Blanchard* were built for the line, and three smaller ships, the *Galena*, *Mendota*, and *Wenona* purchased.

The next units of the Union Line were the large propellers *Waverly*, 1874, *Starrucca*, 1875, *Portage*, 1875, *Avon*, 1877, and *Nyack*, 1878. Of these the *Nyack* is of special interest. She was 231 feet long by 33 wide and had accommodations for 150 passengers. After fifteen years she was sold to the Crosby line of Milwaukee and served on Lake Michigan until 1915.

The last wooden vessels of the Union Line were the *New York* and *Rochester*, 2000 tonners, built in 1879 and 1880. Unlike their wooden predecessors they did not have the high arched hog braces.

The steel vessels of the line date their beginning from 1882 when the *H. J. Jewett* (later *Binghamton*) was completed at Buffalo. This ship measured 265 by 40 feet and carried two stacks, side by side. The *Tioga*, built in 1885, 285 feet in length, carried her machinery amidships, as did the speedy *Chemung* and *Owego*, 340 footers built in 1888. The *Chemung's* record of 72 hours running time between Chicago and Buffalo appears to be one of the fastest passages on record. This fine vessel was torpedoed in the Mediterranean in 1918. The last ships built for the line came out in 1896 and 1897. They were the *Ramapo* (later *F. D. Underwood*) and *Starrucca* (later *Delos W. Cooke* and *Steel King*). The *George J. Gould* was purchased from the Wabash Railway in 1907 and renamed *Granville A. Richardson*. Another steel freighter, the *John G. McCollough*, operated with the line, under charter.

Two large steel tugs of modern design towed the Erie vessels up and down the Chicago River. They were the *C. S. Goldsborough* and *Alice Stafford*.

The Erie ships carried a red stack with black top, and in the early years the ships were painted white, later black. The newer ships carried the Erie diamond on the stacks. In the twentieth century the stack design was changed to a black field with four white stripes, each carrying a letter of the word ERIE.

The New York Central Railroad began its lake services with the incorporation of the Western Transit Company in 1855. The fleet numbered 20 propellers, six schooners and 200 canal boats. In 1862 the following vessels were listed in the Great Lakes fleet:

<i>Mohawk</i>	<i>Racine</i>
<i>Plymouth</i>	<i>Potomac</i>
<i>Tonawanda</i>	<i>Fountain City</i>
<i>Free State</i>	<i>Oneida</i>
<i>Neptune</i>	<i>Mayflower</i>

In the same year (1862) the Western Line brought out the propellers *Badger State* and *Empire State*, of about 900 tons. The *Idaho* joined the fleet a year later. The *Vanderbilt* and *Montana* of 1871 and 1872 were large ships for the time, being listed at 1000 tons. In 1873 the line's first iron ship, the *Arabia*, was commissioned, and began her long career which has not yet ended. The *Albany*, *Boston*, and *Syracuse*, also of iron, 260 feet long, were built in the early eighties. They carried two stacks astern, arranged side by side, and were rigged as three masted schooners. The *Harlem* and *Hudson* of 1888 were the first steamships on the Great Lakes to have two stacks in line. During the same period six large wooden freighters of the Commodore class were built, the *Auburn*, *Buffalo*, *Chicago*, *Commodore*, *Milwaukee* (later *Yonkers*), and *Rome*.

The steel ships of the modern fleet began with the *Mohawk*, built in 1893. This very fast vessel had a length of 325 feet, and following the trend of the times had her machinery amidships. The later vessels, all of which have survived to our own times, were built in this order:

1898	Str. <i>Troy</i> , 418 feet long
1899	Str. <i>Buffalo</i> , 402 feet long
1901	Str. <i>Chicago</i> , 345 feet long
1902	Str. <i>Milwaukee</i> , 345 feet long
1903	Str. <i>Duluth</i> , 402 feet long
1904	Str. <i>Utica</i> , 345 feet long
1905	Str. <i>Superior</i> , 402 feet long
1907	Str. <i>Rochester</i> , 402 feet long
1913	Str. <i>Boston</i> , 371 feet long

In the early sixties Messrs. Evans of Buffalo operated the steamers *Mercury*, *Sun*, and *I. U. Bradbury*, in the Evans' Buffalo, Milwaukee, and Chicago Line, and the Evans' Atlantic, Duluth, and Pacific Lake Company. In 1862 the Evans built the propeller *Merchant*, the first iron hulled commercial ship in the American registry. This staunch little vessel operated successfully for 16 years until she crashed on Racine Reef off the Wisconsin shore in 1878 and proved a total loss.

The Pennsylvania Railroad completed negotiations with the Evans lines which resulted in the incorporation, at Harrisburg, Pa., in 1867 of the Erie and Western Transportation Company, popularly known as the Anchor Line. There were then in the fleet half a dozen steamers and propellers, five schooners, and a tug. Early additions included the iron propeller *Philadelphia* in 1868, the *Gordon Campbell* of wood, in 1871, and the well known freighters and passenger steamers *Alaska*, *China*, *India*, and *Japan*.*

*On the *China*, *India* and *Japan* see "The Old Lake Triplets," by Dana T. Bowen, INLAND SEAS, Vol. I, No. 1, p. 8-12. — *Editor*.

In these early years the Anchor Line adopted the color scheme which would mark its ships all over the Lakes. With green and white hulls, crimson funnels and yellow masts, the Anchor Liners were considered the most attractive on the inland seas. And even more appealing was the nomenclature, for after 1875 all the ships of the line were named for the rivers of Pennsylvania, the beauty of which names has never been rivalled in Great Lakes history.

Here are the successive ships of the fleet, the list complete to 1910:

1876	Str.	<i>Wissahickon</i>	wood, 238 feet.
1878	Strs.	<i>Conestoga</i> <i>Delaware</i> <i>Juniata</i>	} wood, 252 feet.
1880	Strs.	<i>Conemaugh</i> <i>Lycoming</i>	
1881	Strs.	<i>Clarion</i> <i>Lehigh</i>	
1886	Str.	<i>Susquehanna</i>	steel, 325 feet (lengthened to 350 feet).
1892	Strs.	<i>Codorus</i> <i>Mahoning</i> <i>Schuylkill</i>	} steel, 290 feet.
1902	Str.	<i>Muncy</i>	
1903	Str.	<i>Tionesta</i>	
1905	Str.	<i>Juniata</i>	steel, 361 feet.
1905	Str.	<i>Delaware</i>	steel, 371 feet.
1907	Str.	<i>Wissahickon</i>	steel, 371 feet.
1909	Strs.	<i>Allegheny</i> <i>Conemaugh</i>	} steel, 371 feet.
1910	Str.	<i>Octorara</i>	

The Northern Steamship Company was a subsidiary of the Hill railroads, Northern Pacific and Great Northern. This line operated the well remembered liners *North Land* and *North West* in the de luxe passenger service. It also operated nine large package freighters. These ships fall into two classes, the first of which was built in 1888, numbering six steel ships, 310 feet in length, with three masts:

Strs. *North Star*
North Wind
Northern King
Northern Wave
Northern Light
Northern Queen

Of this group the *North Star* was lost in 1908. The last three ships, steel, 371 feet in length, were built in 1909 and 1910 and were named as follows:

North Lake

North Sea

North Star

The Lehigh Valley Transit Company fleet was established in 1881 and numbered over a period of years thirteen steamers, six of wooden construction and seven modern steel carriers. The older vessels were built in 1880 and 1881 and ranged in size from 1300 tons to two thousand tons. They were the *Clyde*, *Oceanica*, *Tacoma*, *Fred Mercur*, *Harry E. Packer*, and *Robert A. Packer*. Five steel vessels built between 1887 and 1890 were the *E. P. Wilbur* (later *Bethlehem*), *Cayuga*, *Saranac*, *Seneca*, and *Tuscarora*. They were 310 feet in length, had their machinery and funnels amidships, and carried four masts. They are remembered not only for their stately appearance, but for their speed. The *Saranac* made the run from Soo Locks to Detroit in 22 hours.

Two vessels, the *Mauch Chunk* and *Wilkesbarre*, built in 1901, were regarded as the largest package freighters ever built. They measured 404 feet 6 inches in length by 50 feet 6 inches in beam, and carried nearly seven thousand tons. The Lehigh Valley vessels were painted black with gray lower hull, white cabins, black masts, and black stacks with maroon band, black diamond and the letters "L.V."

The Lackawanna Railroad operated five vessels, the iron propellers *Cuba*, *Java*, and *Russia*, built in the seventies, schooner rigged with two stacks side by side, and the larger steel freighters *Lackawanna* and *Scranton*, built in 1888.

The Soo Line fleet, more correctly named the Minneapolis, St. Paul and Buffalo Transit Company, operated five steel freighters built in the late nineties and in 1900. They were the *Huron*, *Minneapolis*, *St. Paul*, *John G. McCollough*, and *Wm. Castle Rhodes*. The ships were Welland Canal size, of about three thousand tons deep water capacity.

Another line which operated vessels out of Ogdensburg through the Welland Canal and on to Chicago was the Rutland Transit Company, a subsidiary of the Rutland Railroad. The eight early wooden vessels of the fleet were built between 1883 and 1890 at the old E. Atwater Street yards of the Detroit Dry Dock Company. The first of these were the *Walter L. Frost*, *William J. Averill*, and *William A. Haskell*, which carried auxiliary sail rig and two stacks crosswise. The next five had one stack and pole masts, and were named *Henry R. James*, *James R. Langdon*, *F. H. Prince*, *Governor Smith*, and *Alexander McVittie*. The steel ships, six in number, were built from 1907 through 1910 and were

named *Ogdensburg*, *Rutland*, *Arlington*, *Brandon*, *Burlington*, and *Bennington*. The Rutland vessels with their black and white stacks were a familiar sight at the docks of Chicago and Milwaukee, where they delivered vast quantities of Vermont marble, eastern manufactured goods, and even such elite transshipped cargoes as silks from Paris.

On Lake Erie several smaller fleets operated on local schedules, with occasional trips to the upper lakes. One of these lines was the Wabash Railway's Lake Erie Transportation Company, which operated six ships. The *W. B. Morley*, *A. L. Hopkins*, *Russell Sage*, and *John C. Gault* were wooden hulls, while the *S. C. Reynolds* was iron and the *George J. Gould*, built in 1893, was steel. The last named unit, now a Chicago sandsucker, is still in active service after 53 years.

The Union Transit Company, an independent line—not to be confused with the Union Steamboat Line of the Erie railroad—operated in the nineties with the purchased ships *Avon*, *Nyack*, *New York*, *Portage*, and *James Fisk, Jr.*, all former Erie boats, and the chartered Ward vessels, *John M. Nicol*, *John T. Moran*, *Eber Ward*, *W. H. Stevens*, and *J. C. Ford*.

The Toledo, St. Louis, and Kansas City Railway operated the Clover Leaf Steamship Line, which chartered vessels for several years after 1890. The ships involved were the *Dean Richmond*, *Roanoke*, *Osceola*, *John Pridgeon, Jr.*, *B. W. Blanchard*, *A. A. Parker*, *A. S. Richards*, *Norwalk*, and *Flint & Pere Marquette 5*.

North from Port Huron the ships of the Port Huron and Duluth Line operated for nearly twenty years. Among these vessels the *Lake-land* was especially noteworthy. She was built as the ore carrier *Cambria* for the Mutual Line of Escanaba. When converted into a package freighter she had cabins built over her hatch deck, and proved a comfortable passenger vessel. With the *Wyoming* and the *Pere Marquette 5* she carried a limited number of passengers every trip. Other vessels in the P. H. & D. Line were the *Lakeport* (ex *Boston*) and the *Lakewood* (ex *Syracuse*), iron sister vessels, built originally for the Western Transit Company.

A similar line operated two freighters and one freight and passenger ship out of Chicago. This was the Chicago and Duluth Transportation Company, which operated the converted bulk freighters *William H. Gratwick (II)* and *Alva*, and the rebuilt package freighter *Harlem*. In the C. & D. Line these vessels bore the names *Minnekohta*, *Minnetonka*, and *Minnesota*, respectively.

In 1915 the Panama Canal Act ruled it unlawful for railroads to operate steamship lines parallel to their roads. This legislation affected nearly all the package freight fleets of the Lakes, and forced the sale of

fifty or more vessels. The greater number of these were bought up by the Great Lakes Transit Corporation, organized at Buffalo in 1915-1916 by William J. Conners and others. The 36 ships thus acquired are herewith listed, along with the names given them by their new owners:

(a) Twelve ships from the Anchor Line

Strs. *Susquehanna*

Codorus

Mahoning

Schuylkill

Muncy, later *C. T. Jaffray*, 1926

Tionesta

Juniata

Delaware, later *Fred W. Sargent*, 1927

Wissahickon, later *Daniel Willard*, 1925

Conemaugh, later *W. W. Atterbury*, 1920

Allegheny, later *George D. Dixon*, 1925

Octorara

(b) Nine ships from the Western Transit Line,

Strs. *Troy*, later *Charles Donnelly*, 1927

Buffalo, later *P. E. Crowley*, 1925

Chicago

Milwaukee

Duluth

Utica

Superior, later *Ralph Budd*, 1927

Rochester, later *Alfred H. Smith*, 1920

Boston, later *J. M. Davis*, 1925

(c) Seven ships from the Northern Steamship-Mutual Transit Line,

Strs. *Northern King*

Northern Light

Northern Queen

Northern Wave

North Lake, later *J. E. Gorman*, 1926.

North Sea, later *Edward Chambers*, 1927.

North Star, later *H. E. Scaandrett*, 1929.

(d) Four ships from the Union Steamboat Line,

Strs. *Granville A. Richardson*

Tioga

F. D. Underwood

Delos W. Cooke

(e) Two ships from the Lehigh Valley Line,
Strs. *Mauch Chunk*, later *W. J. Conners*, 1920.
Wilkesbarre, later *Edward E. Loomis*, 1920.

(f) Two wooden ships from the Rutland Transit Line,
Strs. *William J. Averill*
William A. Haskell

The Great Lakes Transit Corporation originally had its freighters painted like the vessels of the former New York Central lines, brown hull, white cabins and black stack with orange band, although the three passenger vessels, *Tionesta*, *Juniata* and *Octorara* kept their old Anchor Line colors. In 1925, however, the remaining vessels were painted green and white with crimson funnels, and remained thus until they ceased operations a year ago.

Ten vessels of the line were taken over by the United States Shipping Board for Atlantic duty during the first war. Three smaller vessels were sold to Canadian interests in 1916.

During all these changes in the American package freight lines one Canadian fleet operated from Georgian Bay ports to Milwaukee and Chicago from 1890 to 1940. This line was known as the Canada-Atlantic Transit Company. Early vessels of this company were the canallers *Newona* and *Ottawa*, and the large upper lakes freighters *George N. Orr* and *Arthur Orr*, built at Chicago in 1893 and 1894. Another well known unit was the *Kearsarge*, also built at Chicago, originally designed as a bulk freighter for Pickands, Mather. The *William H. Gratwick* (II), *Scranton*, and the canaller *Fordonian* were in the fleet for short periods. The last two ships acquired were the Canadian built "lakers" *Dalwarnic* (ex *Canadian Gunner*) and *Canatco* (ex *Canadian Harvester*).

In the post world war (I) era, the Sullivan Lines of Chicago operated the Rutland-Lake Michigan Transit Company between Chicago, Milwaukee and the Atlantic coast. All five ships were former railway-owned freighters:

Strs. *Back Bay*, ex *Burlington*
Bennington, ex *St. Paul*
Brandon
Brocton, ex *Bennington*
Burlington, ex *Minneapolis*

The last Package freight line to be organized on the Great Lakes was the well known "Poker Fleet" of the Minnesota Atlantic Transit Company. This line operated between Duluth and Buffalo from the early twenties until its merger with the Great Lakes Transit Corporation in

1942. Four war time "lakers" were the original vessels and were re-named *Ace*, *King*, *Queen*, and *Jack*. Two "flatboats" of the Erie Canal type were added in 1924, but were sold three years later. The old *Scranton* of 1888 became the *Ten* for a few years, but its name was changed to *Nine* when another "laker" was bought and named *Ten*. Two vessels were chartered during the season of 1941. The roster of the Poker Fleet is given herewith:

Strs. *Ace*, ex *Lake Frohna*
King, ex *Lake Fresco*
Queen, ex *Lake Faristell*
Jack, ex *Lake Flovilla*
Twin Cities, built 1924, Ecorse, Michigan.
Twin Ports, built 1924, Ecorse, Michigan.
Ten (I), ex *Scranton*
Ten (II), ex *Lake Giltedge*
Nine, ex *Ten* (I) and *Scranton*
R. R. Richardson, former bulk freighter
J. E. Gorman, chartered from G. L. T. C., 1941
Edward Chambers, chartered from G. L. T. C., 1941.

In conclusion it might be of interest to say a word about the few survivors of the once numerous package freighters. Exclusive of the vessels taken to the coast during World War II and of those since sold off the Great Lakes, the writer knows of the following old time package freighters which are still, or until relatively recent years were, in service on the Lakes:

India (1871—Anchor Line). Barge on Lake Erie until 1942.
Cuba (1872—Lackawanna). Now tanker *Maplebranch* of the Canadian "Branch" Lines.
Arabia (1873—N. Y. Central). Now Canadian tanker *Belleville*.
Lehigh (1880—Anchor Line). Now *Ponoka*, Canadian.
Harlem (1888—N. Y. Central). Later *Minnesota*. Owned at Miami, Florida, in the thirties.
Scranton (1888—Lackawanna). Now *Starbuck*, Canadian.
Northern Light (1888—Northern Steamship). Listed as owned at Mobile, Alabama, until middle thirties.
Owego (1888—Erie). Listed by Lloyd's under Chinese flag, 1939.
Mahoning (1892—Anchor Line). Coastwise tanker *Guanoco*, 1930.

George J. Gould (1893—Wabash). Now dredge *Nassau*, at Chicago.
Arthur Orr (1893—Canada-Atlantic). Overlakes Lines, Detroit, 1945.
Kearsarge (1894—Canada-Atlantic). Laid up, Ecorse, 1943.
Starrucca (1897—Erie). Now *Steel King*, Nicholson Transit Co.
Troy (1898—N. Y. Central). Now *Charles Donnelly*, Nicholson Transit Co.
Juniata (1905—Anchor Line). Now *Milwaukee Clipper*, on Lake Michigan.
Superior (1905—N. Y. Central). Now *Ralph Budd*, Canadian.
Rutland (1907—Rutland). Later *Admiral Clarke*, N. Pacific coast.
Ogdensburg (1907—Rutland). Later *Admiral Sebree*, N. Pacific coast.

No doubt there are other survivors. Perhaps some of our readers can supply additional information.

With their trim appearance, their speed and their color, the old railway package freighters constituted a special era in Great Lakes history. To those who knew these ships, who see them no more, there comes but one thought—the Inland Seas are not the same without the tall masts and gayly colored stacks of the vanished fleets.

Ships That Went Down to the Seas

PART II

By H. A. MUSHAM

WHILE THESE EVENTS were taking place at Chicago the city of Detroit was experiencing others just as interesting. On 19 July, 1857, the bark *C. J. Kershaw* arrived from Cleveland in tow of the steamer *May Queen*. It tied up at the Detroit and Milwaukee depot dock and was scheduled to leave for Liverpool the following day. She had been built especially for the direct trade in the spring of the year for D. C. Pierce, at Cleveland by Messrs. Quayle and Martin. Pierce, who was her master, had captained the *Dean Richmond* on her successful voyage of the preceding season. The builders had spared no pains and Captain Pierce no expense in her construction and outfit. The hull was painted black with a white stripe. The discerning reporter pronounced her "The best vessel that ever sailed in inland waters. Her model is beautiful and symmetrical. She is a perfect picture of neatness and strength." Her dimensions and tonnage were:

Length over all	142 feet
Breadth of beam	26 feet
Depth of hold	11 feet 8 inches
Tonnage	393 tons

A number of innovations had been embodied in her construction and outfit. The hold had no arch. The ceiling was five inches thick and bolted edgewise. The fastenings were spikes sunk into the wood and covered with oak calks to prevent rusting. The center board was sheathed with iron. The bulwarks were much higher than on lake craft. She was finished in the same style but equal in all particulars to the best seagoing vessels.

She had three masts, the foremast being square rigged and the main and mizzen fore and aft.²⁹ She carried 3,000 square yards of canvas and was fitted with Cunningham patent topsails which Captain Pierce had secured in Boston. These could be reefed from the deck. This was their first installation on a lake vessel. She also had a Robinson patent

²⁹ This makes her a barkentine instead of a bark as stated by the reporter. Bark, brig, and brigantine were loosely used on the lakes in those days.

steerer and was well equipped in all other particulars. The cabin was large, neatly grained and fitted with staterooms for ten passengers in addition to those for the officers. She was ahead of anything on the lakes.³⁰

The Detroit Board of Trade took a keen interest in Captain Pierce's venture and appointed a committee to procure samples of Michigan products to be forwarded to the Liverpool Board of Trade. Those chosen were packages of white flour, white winter and red winter wheat, etc. The Board also prepared letters to be forwarded by Captain Pierce, with respect to his enterprise and cognate subjects—setting forth the advantages likely to arise from a direct trade between Liverpool and Detroit.³¹ She took on about 125,000 staves part of which, along with 15,000 board feet of black walnut lumber, were on the account of Captain Pierce. The remainder were shipped by Messrs. Fowler and Merrick of Detroit. The value of the cargo was about \$5,000. At Liverpool she was to take on crockery and general merchandise for Cleveland, Detroit and Chicago merchants. Captain Pierce stated he thought he could make Liverpool in 40 days and return to the lakes by the middle or latter part of October. All the staterooms were taken. Mrs. Pierce accompanied the captain.

She sailed from the dock at 6:00 p.m. 22 August. Through the generosity of Duncan Steward, the propeller *Omar Pasha*, Captain Montgomery, came alongside and took a line to tow her into Lake Erie. As she started down stream with colors flying a salute was fired. On the docks at Woodward Avenue a large concourse of people had gathered which gave her three cheers as she passed. A band of music enlivened the occasion with soul stirring strains. On board were the Mayor, a delegation from the Common Council, and a number of guests to see her on to the lake and off on her voyage. Detroit wished success to the *Kershaw* and double success to Captain Pierce, pioneer in the direct trade between the lake cities and Liverpool.³² Casting off the tow line, she stood down the lake on the first reach of her long voyage. She made stops at Cleveland, the Welland Canal, Ogdensburg, Montreal and other intervening points on the way down to the sea. She reached Liverpool safely but did not return to Detroit until the next spring.

Two additional vessels sailed for Liverpool this year, the *City of Toronto* and the *Reindeer*, both with staves.³³ The former did not reach

30 *Detroit Advertiser and Tribune*, July 17, 1857.

31 *Ibid.*, July 21, 1857.

32 *Ibid.*, August 23, 1857.

33 *Mansfield I*, 679.

Liverpool, being wrecked in the Straits of Belle Isle. Two small craft also left the lakes this year, the steam tugs *G. Mosher* and the *A. C. Gunnison*. They were taken down to New Orleans from Chicago by Captain J. S. Dunham by the Illinois and Michigan Canal and the Illinois and Mississippi Rivers. He operated them there until the war opened in April, 1861, when the *Mosher* was confiscated by the Confederate authorities. Dunham ran the *Gunnison* over to Mobile, where she was used for moving Confederate troops about Mobile Bay. From there he took her to Pensacola where he, being a Northern man, was arrested as a spy and his tug taken away from him. He was released and sent north in May. But the *Gunnison* was again used to move troops. Refusing to stop such service on the orders of the Union commanding officer of Fort Pickens she was badly disabled by a cannon shot. When Pensacola was abandoned by the Confederates later in the war, the *Gunnison* was abandoned to her fate, destruction.³⁴

The *Mosher* had a more adventurous career. She was used as a part of the Confederate force that opposed Farragut's opening of the Mississippi. In the battle that took place in the early morning hours of 24 April 1862, she was used to push a large, blazing fire raft against his flagship, the *Hartford*, which was set on fire and for a time threatened with destruction. While the fire was being extinguished, the admiral sang out: "Give that rascally tug a shot, and don't let her go off with a whole coat." The *Mosher* was sunk then and there.³⁵

The prosperity brought about by the new gold from California ended in the panic of 1857. Hard times set in and a large number of vessels were laid up on the lakes. In 1858, several seeking business elsewhere went down the St. Lawrence to salt water. Some went into the coasting trade and at least fifteen cleared for overseas ports with lumber, grains and other products. Of these the following cleared from Detroit:³⁶

Bark *Chieftan*, 375 tons, Captain Benjamin Wolvine, with staves for Liverpool.

Bark *H. E. Howe*, Captain Day, oak lumber for Liverpool, sold there for \$7,500.

Brig *Blackhawk*, 384 tons, Captain Alexander, for Liverpool.

Schooner *Colonel Cook*, 327 tons, Captain Humphrey, lumber and staves for Liverpool.

34 Andreas, A. T. *History of Chicago* (Chicago, author, 1884-6), III, 294-295.

35 *Battles and Leaders of the Civil War*, 4 v. (N. Y., Century Co., 1884), II, 45.

36 Mansfield, I, 192, 681.

Schooner *O. B. Sexton*, 345 tons, Captain Thomas A. Burke, staves for London.

Schooner *Correspondent*, 294 tons, Captain J. Morris, wheat for Liverpool.

Schooner *C. Reeve*, 299 tons, Captain G. M. Hall, staves for Liverpool.

Schooner *Harvest*, 309 tons, Captain Harvey Rummage, staves for London.

Bark *D. C. Pierce*, 396 tons, Captain Thomas Kidd, staves for Liverpool.

Bark *C. J. Kershaw*, 382 tons, Captain Moore, lumber for Liverpool.

Schooner *R. H. Harmon*, 343 tons, Captain Huntoon, staves for Liverpool.

Schooner *J. F. Warner*, 341 tons, Captain A. R. Manning, staves for Greenock.

The following cleared from Lake Ontario ports:

Schooner *Queen*, 375 tons, from Toronto with staves for Liverpool.

Bark *E. S. Adams*, 407 tons, Captain Nelson, lumber for Liverpool.

In addition to these, the bark *Parmelia J. Flood*, 384 tons, Captain Anderson, sailed from Green Bay with lumber, for the West Indies.

Of these vessels the *Blackhawk*, *C. Reeve* and *C. J. Kershaw* are reported as returning to the lakes. The *Queen*, *Colonel Cook* and *D. B. Sexton* did not return. The *Colonel Cook* was wrecked in the Gulf of St. Lawrence and became a total loss, while the *D. B. Sexton* was wrecked in the Straits of Gibraltar in 1862. As to the remainder, information on their further movements is not on hand.

In June of this year, two fine, new lake steamers were sold down to salt water. These were the *America* and the *Canada*, built in 1854, at Niagara for the Great Western Rail Road of Canada. This railroad was completed between Windsor and Suspension Bridge on the Niagara in 1854. The following year a branch line was run to Hamilton. These two vessels were intended to extend the road's service across the lake to Oswego connecting there with a branch of the New York Central. They went into service between Hamilton, Toronto and Oswego on 16 July, 1855. The next year the Great Western connected with the Grand Trunk at Toronto and the *America* and the *Canada* became surplus. They were sister ships 298 feet long, 30 feet wide and drew 9 feet of water. As the locks of the St. Lawrence Canals were too short and narrow to pass them, it was decided to run them down the rapids to Montreal. This was a bold and hazardous thing to do. While small vessels had passed the rapids safely, none of them were anywhere near

the size of these two.³⁷ The trip was made in June, 1858, with the boats in charge of skilled pilots. Passing down the rapids they made some leaps seven or eight feet in height. For vessels of 300 feet length, this was a neck-or-nothing experiment. The first rapids—the Long Sault—seven miles of extremely rough and boiling water, heaving up eight to twelve feet in places and dashing about the rocks like the ocean in a storm, was made in fifteen minutes. At the rapids of Split Rock it was necessary to turn them almost at right angles within a space of only two thirds their length. The pilots let the bows of the boats strike a rock on the starboard sides and the water threw the sterns into the center of the channel, permitting them to pass in safety. The Cedar Rapids were passed at the same rate as the Long Sault. The *Canada* struck fore and aft but without substantial damage being done. She struck again in passing the Lachine Rapids but went through them safely.

Both vessels were overhauled at New York for service along the coast. The *America* became the *Coatzacoalas*. She was admitted to American registry by an act of Congress as was the *Canada*, and was chartered by the Army during the Rebellion from 16 March, 1861, to 17 September, 1862, at from \$1,100 to \$1,400 per day. After the war she ran on the Nicaragua route until 1866, when she was rebuilt. Her bottom was planked over and the hull generally was strengthened. She was given her original name of *America*, sent around the Horn to the Pacific and was nearly lost on the way. She finally was lost by fire while lying in the harbor of San Juan del Sur, Nicaragua, on 11 April, 1869.

The *Canada* was purchased by Hargous & Co., renamed *Mississippi* and put on the New Orleans-Tehuantepec route for a year or more. Little is known of her further career, though it is thought she was sold for service between Panama and Valparaiso.³⁸

In 1859, 49 vessels left lake ports on overseas voyages. Sixteen of them cleared from Detroit for Liverpool. In 1860, at least 39 passed down the St. Lawrence to salt water. Some went to European ports. A part of them remained in those waters where they engaged in the coasting trade.³⁹ One, the brig *J. G. Deshler*, sailed for Liverpool and later

³⁷ The first steamboat to be run down the St. Lawrence was the *Dalhousie*, built at Prescott in 1809. Others ran between Montreal and Kingston by way of the Ottawa River and the Rideau Canal, after the completion of the canal in 1832. The *Britannia*, 200 tons, built at Kingston in 1833, was run down the rapids, soon after completion and put in service between Montreal and La Prairie. After the canals around the several rapids were completed in 1848, regular steamboat service was established between Montreal and Kingston.

³⁸ *History of American Steam Navigation*, John H. Morrison, W. F. Sametz & Co., Inc., New York, 1903, p. 383-384.

³⁹ Mansfield, I, 192.

returned. In the next year, the season was ushered in by the beginning of the War of the Rebellion.⁴⁰ Five United States revenue cutters, all of 60 tons, and five of the six built at Milan, Ohio, for a good round sum, were ordered to the city of New York. They were regarded as valueless for their service on the lakes because of their small size and use of sails for propulsion.⁴¹ These were the *Jacob Thompson*, Captain T. S. Thompson; *A. V. Brown*, Captain D. Ottinger; *Isaac Toucey*, Captain Brown; *J. S. Black*, Captain Lanagan; *Howell Cobb*, Captain Williams.⁴² It is not stated whether the Erie Canal or the St. Lawrence was used. In May, the bark *Ravenna* sailed for Liverpool in command of Captain Marlotte. With the war, came another depression which lasted for two years. Again there was a falling off of business and many vessels were laid up while others went down to salt water looking for business. Some of them went into war service. One was the *Peerless*, an iron hulled craft and one of the most popular in service in Canadian waters. She had been purchased from the Bank of Upper Canada for \$36,000 by J. T. Wright of New York. She left Toronto for salt water on 10 May, 1861, and passing down the canals to Montreal, arrived at Quebec on the twenty-seventh. There she was detained as under recent British laws, she could not sail for a foreign port without an Imperial clearance. This the proper authority could not grant as she was owned by an American. Wright then applied to the American consul for a sailing letter which was also declined on the grounds that she might be intended for the use of the Confederate States. He was then obliged to give heavy bonds that she would not be used for war-like purposes, and eventually allowed to clear her on condition that she be placed under command of Captain McCarthy, a Nova Scotian by birth but a naturalized American citizen. Regardless of all these restrictions, in January, 1862, she was one of the transports of Burnside's expedition and was wrecked off Cape Hatteras. Wright received \$100,000 compensation for her loss and \$6,000 for her hire.⁴³

This same year two fine large American steamers, the *Northerner*, 905 tons, and the *New York*, 1200 tons, left Lake Ontario for the Atlantic Coast. The *Northerner* was 200 feet long, 37 feet wide and 12 feet deep, and the *New York*, 223 feet long, 33 feet wide and 12 feet deep. They were too large for the canals and like the *America* and the *Canada* were run down the rapids. Reaching New York they were later taken over by the Federal Government during the war.⁴⁴

40 Commonly referred to as the Civil or the War Between the States.

41 Mansfield, I, 689.

42 Ibid., I, 689 (Named after members of President Buchanan's cabinet. — *Editor.*)

43 Robertson's *Landmarks of Toronto*, J. Ross Robertson, Toronto, 1896, p. 911.

Another steamer which served as a transport during the war and reported to have come from Lake Ontario, was the *Niagara*, which left New York in December, 1862, as a troop transport, carrying a part of Bank's force, destined for New Orleans. She had been bought for something like \$10,000, and had had some repairs put on her. Some 450 men and officers were forced to go upon her at New York. In perfectly smooth water, with a calm sea, the planks were ripped out of her, exhibiting to the men on board that some of her timbers were dust, unable to hold a nail, and that she was a thoroughly rotten steamer. After rounding Sandy Hook, the indignant and frightened soldiers demanded that she be taken up Delaware Bay for safety's sake, which was done.⁴⁵

This vessel may have been the *Niagara*, 475 tons, built at Niagara in 1840, and operated by the Royal Mail line under that name and that of *Sovereign* for a number of years. How she got to New York is not told.

The direct trade did not cease altogether. On 25 July, 1862, the Norwegian brigantine *Sleipner* put in at Detroit enroute to Chicago, which she reached on 2 August. The *Chicago Tribune* for 4 August reported the arrival in glowing terms:

Saturday was a memorable day in the commercial annals of Chicago, and marked by an event which would seem to foreshadow the establishment of another branch of direct trade between Chicago and foreign countries. Six years ago the little schooner *Dean Richmond* left this port for Europe. . . . Since that time vessels from this and other lake ports have followed in her wake, and made profitable voyages. In each of these cases the idea was inaugurated by American shippers; the venture was of their own assumption, and their own purses were to be swelled or diminished.

In this instance, the risk is assumed by our trans-Atlantic neighbors. The merchants of that stirring port—Bergen, Norway, with an enterprise unexpected, and a spirit of speculation keenly alive to the main chances, fitted out a staunch and neat little brig, loaded her with sturdy Norwegian farmers and their bouncing wives and daughters to seek new homes in the distant west, and put aboard a few fat Norwegian herrings to pay the expenses of the voyage, bidding the captain keep right on until he got to Chicago, fill up with wheat and corn and come home again. The feat is accomplished. The profits will be calculated by the Scandinavian merchants of Bergen when the brave little brig gets home again.

Apart from the commercial surroundings of this eventful voyage there is something particularly interesting connected with the *Sleipner* and her trip. Scarce twenty-five years ago, the turbid Chicago was divided only by the birchen keels of the Indian canoes or mayhap by some little craft which actually dared to go over to St. Joseph after a mail. To-day, a handsome little brig—a perfect gem of naval architecture—

44 *Reminiscences of Early Sailing Vessels and Steamboats on Lake Ontario, History of the Introduction of the Propeller on the Lakes*, and other subjects with illustrations (mss. fol.), Chicago Historical Society, Chicago, Illinois, p. 111, 113.

45 *Commodore Vanderbilt, An Epic of the Steam Age*, Wheaton J. Lane. Knopf, New York, 1942. p. 181-182.

has made the voyage from distant Norway, and dropped in upon us almost before we were aware the little stranger was in our waters. . .

About two o'clock Saturday afternoon the *Sleipner*, whose unexpected arrival direct from Bergen, Norway, had been announced in the *Tribune*, made her appearance in the offing, attended by the tug *Monitor*. The brig was gaily decorated with national flags and signals, the Stars and Stripes flying from her fore-top. About four o'clock the booming of cannon announced that she was ready to enter the harbor, and presently crowds began to gather on the docks on each side of the river and on the bridges—wherever a full view of the vessel could be had. The casting of her line, and her fastening to the Galena railroad dock, was the signal for enthusiastic cheers and shouts of welcome on the part of the spectators which were joyfully returned by passengers and crew. The crowd rushed to the side of the vessel and attempted to board her, but the efforts of the crew and the police officers prevented any influx of visitors. After order was restored, Dr. Paoli welcomed the captain to Chicago in a speech of considerable length, and presented him with a splendid set of colors, in behalf of the Scandinavian residents of Chicago, to which he replied with modesty and effect judging from the applause he received at the conclusion of his remarks. After these ceremonies were over, the captain and a few invited guests descended to the cabin and broke a bottle of wine in honor of the opening of the direct communication with Norway . . . Captain Jennings and squad who manned the guns which saluted the *Sleipner*, and fired in excellent style, were also invited into the cabin and appropriately feted by Captain Waage and his officers.

The *Sleipner* is reported as a hermaphrodite brig⁴⁶ of 350 tons burthen, commanded by Captain Waage and First Officer Hardler. The voyage took 71 days with schedule as follows:

May 23	Left Bergen.
July 6	Arrived Quebec.
" 10	Departed Quebec.
" 11	Arrived Montreal.
" 21	Passed Welland Canal.
" 25	Arrived Detroit and departed for Lake Michigan.
Aug. 2	Arrived Chicago.

On board were 105 Swedish⁴⁷ immigrants and one American child born to one of the passengers. There were no deaths on the voyage and their health was excellent, there being no sickness.

The *Sleipner* was the first European vessel to bring immigrants to Chicago. Forty of them had left her at Detroit and a few remained in Chicago. The remainder intended to locate in Wisconsin, Iowa and Minnesota. Part of her cargo consisted of 200 barrels of herring consigned to Svano & Synnestvedt of 115 Kinzie Street. On the Tuesday following her arrival, Captain Waage was tendered the hospitalities of the Board of Trade at which time he was presented with an address

⁴⁶ Brigantine.

⁴⁷ Norwegian, more likely.

congratulating him on being the first to inaugurate the direct trade between Chicago and Norway.⁴⁸

On 11 September this same year, the schooner *Sirius*, laden with oil, cleared from Detroit for Liverpool. She was wrecked on the St. Lawrence at Father Point on 20 October. The bark *Thomas F. Park*, Captain William McLeod, with oil, also for Liverpool, left on 22 October. On reaching Quebec, further progress was blocked by ice. She went into winter quarters.

Early in the season of 1863, the brig *J. G. Deshler* took on copper at Bruce Mines on Lake Huron, filled out her cargo with staves at Detroit and left for Liverpool on 27 May in command of Captain R. Stingleman. She returned to Detroit on 14 October, bringing back salt and pig iron. She was sold to Cuninghame, Shaw and Co., while in Liverpool and her name changed to *Crossington*. She was again loaded with staves and cleared for Liverpool in command of Captain John Jennings. After reaching salt water she was never heard from.

The bark *Ravenna*, Captain Marlotte, made two voyages for Liverpool this season. She cleared from Detroit on 2 June, with copper and returned with salt on 14 September. Four days later, she cleared again for overseas loaded with staves. This was a record for this trade for these days. Had the first clearance been made early in the season, she could have returned to Detroit on her second voyage and in time to leave on a third before the season closed. The *Sleipner*, again from Bergen, arrived in Chicago early in July with freight and 100 immigrants, and passed Detroit on 23 August, outbound with a cargo of wheat.

A second Norwegian arrival this season was the sloop *Skjoldmoen*, Captain L. Wesenberg, which left Bergen on 12 April, reached Quebec on 2 July and Chicago on the afternoon of the sixteenth after a very rough and stormy voyage of 94 days. She was one of the smallest commercial vessels that ever crossed the Atlantic, being only 55 tons burthen. She was about 60 feet long with a length of keel of 48 feet. She was owned by T. Svano of Bergen, father of the senior member of Svano and Synnestvedt, 115 Kinzie Street, to whom her cargo of herrings, stockfish, anchovies, Norwegian cod liver oil, and Spanish salt was consigned.⁴⁹ She departed for Christiania on 31 July, with flour, pork, hides, hams, tobacco, and kerosene lamps.⁵⁰

48 Andreas, v. II, 347 (Mansfield I, 696, gives the name as Sleipun. — Editor.)

49 Chicago *Tribune*, July 18, 1863.

50 Andreas, v. II, 74 — Beers, I, 697.

On these two voyages, the *Tribune* for 18 July remarked: "The *Sleipner* has made two successful trips to Chicago, and the *Skjoldmoen*, one of their ordinary coasting yachts, now succeeds in crossing the Atlantic. We shall expect at no distant day to see a trade between Norway and Chicago opened upon an extensive scale."

The vessels listed here do not comprise all those that went down to the seas in these war years. The records of other departures and arrivals are buried in the musty, dusty files of the local newspapers and in the records of the custom houses.

(*To be continued*)

APPENDIX

Extracts from Log of *Madeira Pet*⁵¹ on a Voyage from
Liverpool to Chicago, 24 April — 14 July, 1857:

- April 24—This day at 10:00, pilot came on board, weighed, made sail, and proceeded down the Mersey. At 4:00 p.m. light airs and thick. At midnight found ship drifting close to shore—let go anchor for the remainder of the tides. Pumps attended.
- April 25—At a.m. weighed, made sail and proceeded on voyage—ship drifting back with flood. At 6:30 p.m. stiff breezes with drizzling rain.
- April 26—Stiff winds and cloudy. This day noon commences sea log.
- April 27—Gentle breezes and fine clear weather.
- April 28—Variable winds and fine weather. Employed getting anchors on board and stowed, unbent the cables, and put them below.
- April 29—Tacked the ship to westward—stormy winds and cloudy.
- April 30-May—Stiff breezes—all sail set to best possible advantage. Lat. 48-53, N. Long. 20-07W.
- May 3—All sail set. At 8 p.m. winds increased. Carried away the square sail sheet. Replaced and set it again. Midnight—squally.
- May 4—Short cross sea—several ships in company.
- May 5—Light winds with a long swell from the northward; carried away main boom, top and light. Replaced again.
- May 8—At 4:00 p.m. smart breeze, took in light sails and square sail, 6:00 a.m., increasing winds; took in first and second reef of main sail—increasing gale; took in third reef of main sail; carried away one of the chain plates; got in secure and the shroud set up again; squally, hard gales and heavy rains.
- May 10-11—Winds favorable throughout—squally—and weather disagreeable.
- May 16—Passed several icebergs—weather thick, with drizzling rains.
- May 20—Light winds and variable. Employed scraping spars and varnishing them. Latitude by observation 45N; Longitude 53.37W.
- May 24—Smart breezes and clear weather. At 4 p.m. saw St. Paul's Island bearing N by E—distance about 7 miles. At 9 p.m. saw St. Paul's revolving light, bearing six to seven miles. N.E. $\frac{1}{2}$ E. Baffling winds and cloudy. At p.m. saw Bird Island, bearing W.S.W.—distant ten miles.

51 As reported by the Chicago *Daily Press*, July 15, 1857.

- May 25—At 8 p.m. Bird Island S $1\frac{1}{2}$ E—distant eight miles. Latitude by observation 45.48N.
- May 26—Strong baffling winds and hazy weather—hard squalls—reefed the top sail and the main sail.
- May 27-30—Variable winds—thunder storms—weather heavy. Point De Mont's light seen W.N.W.—distance three miles.
- May 31—Received pilot on board—at midnight came to in 17 fathoms, west end of Hare Island. At 7 p.m. weighed—light winds—midnight off the traverses. Light ship. This ends the sea log.
- June 1—At noon came to at Quebec.
- June 3—Came to at Montreal—hailed ship alongside wall.
- June 4—Received orders to haul ship into the Canal and proceed to Chicago.
- June 5—Aground—not able to haul ship through.
- June 6—At 6 p.m.—sufficient water in canal, hauled through the bridge.
- June 12—Through the canals—enter channel of Thousand Islands. At noon came to at Kingston. Took on pilot to go to Chicago.
- June 14—Off Presque Isle. Light winds from W.N.W. to W.S.W.
- June 15—Arrived at entrance of Welland Canal.
- June 19—In canal. Schr. *Massilon*, of Cleveland ran foul of us, and carried away two shrouds of the larboard main rigging.
- June 20—Getting ship ready for sea.
- June 22—At 10:00 a.m. proceeded on voyage. Winds westerly.
- June 24—Calm and clear weather. Tacked ship occasionally.
- June 25—Still calm—heavy fogs—employed in painting ship.
- June 26—At 6:00 p.m. Point au Pelée light, distant five miles. Light winds.
- June 27—At 7:00 p.m. came to at Detroit.
- June 28—Cook deserted the ship during the night, and no intelligence of him at 10 a.m. Weighed—made sail—not sufficient wind to stem current.
- June 29—Light winds and calm—strong current making down.
- June 30—Weighed—made all possible sail—entered Lake St. Clair. At 2 p.m. came to in 11 feet of water, owing to wind getting high and inclining to the northward. At 3 p.m. weighed—strong winds from the westward. At 4 o'clock got into St. Clair River—all possible sail set. Wind bearing too light to stem the current.
- July 1—Steam tug towed ship. Left at Newport to tow other ships down over the flats.
- July 2—Proceeded in tow with the tug at 4:30 p.m. Left in Lake Huron—set sails in first reef short sea, winds N.W.
- July 3-6—Weather hazy with repeated calms.
- July 7—Stiff breezes with thick haze—entered Straits of Mackinac.
- July 8—Light winds—calm—thick fogs. At midnight off Manitou Islands.
- July 9-11—Light breezes from E.S.E. Weather clear.
- July 12—Off Milwaukee—occasional winds from S.E.
- July 13—Light winds from S.E. to S. Latter port, stormy breezes, light rain, thunder and lightning. Plying to windward to the best advantage.
- July 14—At 8 a.m. off Chicago Harbor. Sailed up channel and came to at North Pier.



Some Recollections

By CAPTAIN THOMAS E. MURRAY*

IN 1870 the business of the Great Lakes was done almost altogether by small ships of the sailing type, the 20,000 bushel boat being one of considerable size. At that time the men manning the boats on the Great Lakes were principally English, Irish, Scotch, a few Welshmen, with a sprinkling of Scandinavians, who came from salt water, and a small percentage from the Orkney Islands. My first three and a half years were spent on a ship the crew of which, with the exception of the captain and myself, were Orkney Islanders. When I left her I was the last who had shipped on her. I went as a boy, and left her an able seaman.

In that day there was much cheap land—a hundred miles north of us, in Canada. The Orkney Islanders went up there in the winter time, and when they had cleared an acre or two they began to think of getting a wife. They did not proceed in the usual manner, since they wanted an Orkney girl. Not feeling that they could spend thirty or forty dollars to go home to get her, they wrote for one, the only stipulation being that the would-be bride must be a good strong wench.

In 1870 I do not believe there was a water closet on any sailing ship on the Great Lakes. Some may have had a few aft, but not a single one for the forward crew. This condition continued up to 1880. The men lived in a little forecastle down forward, under conditions most unsanitary. When there was any old junk aboard the ship, there seemed no other place for it but forward with the sailors. The air was so bad that a lamp would scarcely burn, and there was not a single room sufficiently tight to keep water out in a head sea or when it rained. When heavy seas were encountered or it rained the men went to bed with their oil skins on to keep dry.

At that time the men who worked on the sailing ships on the Great Lakes were physically the finest class of men in the world. Indeed they

*An address delivered by the late Captain Murray before the Masters of the Lake Fleet of the Cleveland-Cliffs Iron Company, on March 5, 1914. (Now printed in *INLAND SEAS* in accordance with our editorial policy of preserving the memoirs of lake captains of former days. The reader needs to keep in mind the date of writing.—*Editor*.)

had to be. There was not a weakling among them. We counted the time we worked by days and the time off by hours. The men in those days drank a great deal and fought a great deal, and when a man was called the best man in town, it did not mean that he was a churchman or a leader of business affairs, but that he could whip any other man in town in trial by strength.

In 1871 and 1872 there came boom times. High wages were paid, and there was an influx of foreigners from all parts of the world. Among them there came to the Great Lakes the "packet rat." The packet ship had gone out of business, and the men who followed them were termed "Liverpool Packet Rats." They surely were the toughest lot of pirates that ever walked the decks of a ship. An officer never got them on watch without having to go down and drag them out of the fore-castle, and when he had dragged out a couple of them and brought them on deck, he would find that every man had a knife at his side. Those were indeed the days of the strong.

Then came the bad times of 1873, and '74, and '75, and '76. These men still came back to the lakes, although high wages were not current. The organization of the Chicago Union followed. Every man was a member of it and wages were forced up. No agreement was made, but the mate and the second mate were paid 25 cents a day extra. If the boss did not pay the wages it was reported. There were no union delegates in those days, but a delegate of the "packet rats" came down, and then everyone who was not acting in accordance with their plans was thrown ashore. To meet this condition the vessel owners started the paying off system, that is, as soon as the boat got into port everyone was paid off. Out of this system there grew up a large number of sailors' boarding houses in Chicago, Milwaukee, Cleveland, and Buffalo. In those days there were twenty sailors' boarding houses to one today.

The "bucko" fellows remained, but about 1880 the sailing ship had begun to go and these men were beginning to get into the steamboats. At the same time the vessel owner was getting to be something of a "bucko" himself. They fought along for several years with the "bucko" on both sides until '85, when the last of the old-time sailors had disappeared. Up to that time the Sailors' Union did not think highly of the steamboat man, and did not take him into the union. The steam vessel was getting a pretty fair class of men, but the vessel owner did not particularly distinguish between the better class of men on the steamboat and the old-time sailor man.

At the time I was struck by the utter lack of cooperation between the management ashore and the men who were navigating the ships on

the water. They had so-called shipping offices, and it was probably thought by the vessel owner that these were taking care of the situation. The character of the shipping masters at that time, however, was such that the best class of young fellows wanted to pass by their places. Here we could have made a good start with the proper class of shipping masters, with adequate supervision, looking toward the elimination of the "bum" element.

The business of the shipping master in those days was simply to provide men when needed by picking them up around saloons, the shipping master naturally taking the path of least resistance. I think the masters were somewhat to blame in those days. There should have been enough of them to protest against the situation. This conflict continued for a number of years, up to about 1890. The "big men" ashore had not awakened to the situation of the fellow on the steamboats—they did not realize what a lot of "bums" the officers had to contend with.

In '91 and '92 conditions were not very satisfactory. The management of the boats was worried a little. Things were not going right, and there was hostility between the officers on the boats and the management ashore. The managers began asking themselves what could be done to solve all this, and thought there had better be an effort to make an agreement with the unions. I said to my manager, "I think we had better not do this at this time." He felt, however, that the making of an agreement with some definite head would be worth trying. This resulted in a line-up with practically every man in the union.

The delegates representing the unions said they would rectify things—that they would take care of the vessel interests and see that fairness was exercised. They came around from time to time and asked if there was anything wrong. If a master said that something was not right, the reply in substance was that that was enough from him—that they would show him where to get off. And they did.

This condition continued with very unsatisfactory results for a number of years. There was no thorough cooperation between the owners and the masters; the officers were hired and discharged often at the whim of some subordinate in the manager's office. If any of us in the natural course of work got into trouble we often had to pack our trunks and go. Frequently before a boat was to start, a master would be notified that he did not have a job. I have seen two or three hundred men waiting to see if their captain had a place. Of course, when the masters received such treatment, they passed it on down to the mates and second mates. There was constant trouble on the boats on account of this lack of cooperation and system.

Then came the big strike. I was not in sympathy with it, as everyone knows. Many of the men had grievances, but I did not think that that was the way for the officers of the ships to proceed. The master of a ship is quite an important individual, in my judgment too important to be mixed up in such matters as a strike. I always felt that if he had a grievance he was big enough to discuss the matter with the owner as one business man with another. These conditions prevailed then. It is not so today. The masters can go to the men who control this great industry, and if there is anything wrong it can be taken up with them and adjusted — but not so a few years ago.

This new order of things is bringing results every day. When the Welfare Plan of the Lake Carriers' Association was first developed there was criticism, for there is apt to be criticism of any new thing, and it is mighty easy to criticize. When the plan was first started I said that I did not believe it would go through. It was on the right track but I thought of the time, the labor and the patience that would be required to bring it up to the proper standard. I did not believe that any man in the Lake Carriers' Association had the tenacity of purpose and the patience to see it worked out. But there was. The plan has been developed to a high standard, and the officers and men on the ships, and the owners, are all better for it.

It comes to me in thinking over this Welfare Plan, that the sources from which in former years we got our supply of men are dried up. In the early days the men on our vessels came from the British Isles — mighty good people; our American merchant marine was, I believe, manned in the early days with forty per cent Canadians, Irish-Canadians and Scotch-Canadians. The class of immigration that is now coming to this country is not desirable. Only a few of the live and sturdy English are coming to the country now, the immigration being largely the scrub element such as may be found in Liverpool.

Along in the '80s we had a large supply of men from Scandinavia — good men and natural sailors. Once in a while an Orkney Islander may be seen, but few get past New York. One company in New York, I understand, employs 1,200 Scandinavians — able-bodied men who can reef and steer — who work on the freight-carrying lighters. The German never cut much of a figure in sailing, and neither did the Frenchman.

Therefore, the only countries in Europe from which we can get men who could be of service are Italy and the Balkan States. They are good enough in their way, but can you see them as captains, pilots or engineers on our lake boats? They will make ordinary sailors — deck-hands and firemen, but we have to look elsewhere to fill the ranks above and keep them there for fifteen years so that they may qualify as

masters and chief engineers. Enough of this class of men have to be maintained to make mates and assistant engineers. Our business is not like other businesses ashore. Legislation is not going to make it any easier for us.

There is only one class available for officers for our boats, and that is the young men who live in the country and in the small town. Conditions are pulling against us in some respects in this direction, as with all industries. Through the Welfare Plan it will be possible to obtain a class of men that will in time be competent to fill our places. If they pursue the course they are now following it will only be a few years until we see the marked and lasting effect of this work. We are seeing it today after it has been in force only five years. We are now getting more desirable material. The village cut-up as he comes from the country is not going to stay on his first ship. It is the inclination for adventure and to wander that first brings him to the lakes. But he will finally find himself as he grows older, and with the conditions that now maintain upon the lakes, he will remain with the work.

Better things have come for all of us, for in this latter day the management has shown us that we are a "spoke in the wheel" instead of a "hole in the hub." I believe it is up to the officers of the ships to give the management every cooperation possible, for by cooperative working we can unite further every branch in this common interest. For the past we masters have not done all that we should. While I feel that I have done fairly well in coming along with my share in this work, there is still much that I should have done. If every officer on the ships of the Lake Carriers' Association today will simply take a little time to think it over, we will discover that, with the managers cooperating, this spirit can be raised all along the line.



MARQUETTE HARBOR, 1868 (Port Series No. VI). Photograph by courtesy of R. A. Brotherton.



MARQUETTE HARBOR, 1892 (Port Series No. VII). Photograph by courtesy of R. A. Brotherton.



CAPTAIN E. O. WHITNEY (Retired) of Ashtabula,
Ohio. (See Page 58)



CAPTAIN ROSCOE HOUSE, Special Assistant to the District
Coast Guard Officer in Cleveland. (See Page 59.)



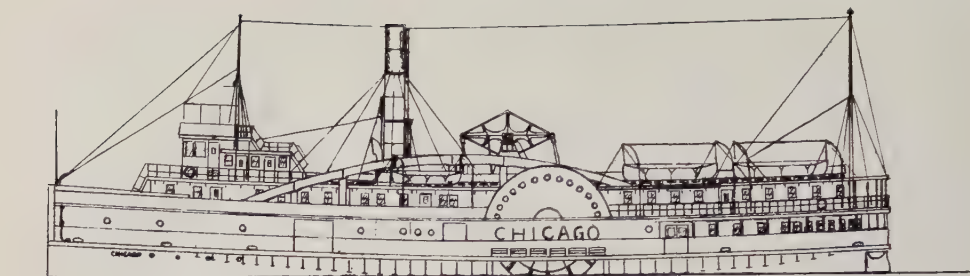
A COAST GUARD JRF (Grumman) patrols the vital shipping channels of the Great Lakes. (See Page 56.)
U. S. Coast Guard official photograph.



SCHOONER NORTH STAR, Captain J. B. Sweet, first sailing vessel to go through the Soo Locks. (See Page 58.)
Photograph by courtesy of R. A. Brotherton.



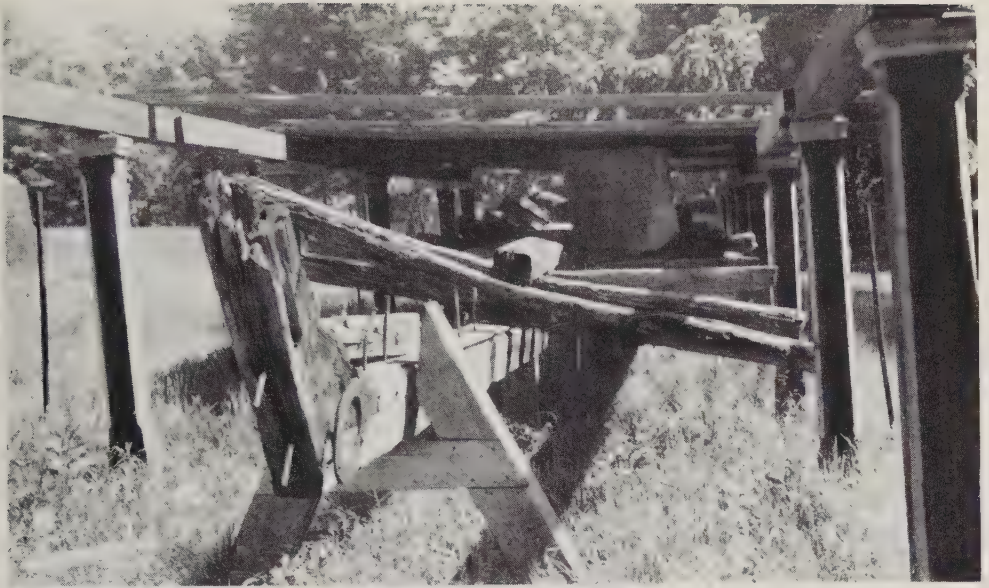
THE SIDEWHEEL BARKENTINE U.S.S. MICHIGAN (WOLVERINE). Original owned by Herbert R. Spencer, Erie, Pa.



SCALE DRAWING of the Steamer CHICAGO, made by J. G. Dickinson, Chief Quartermaster, U.S.N. (See INLAND SEAS, April 1945, p. 21-2.)



THE RUTLAND PACKET AVERILL. (See Page 11.) From an ink sketch by Rev. E. J. Dowling.



TIMBERS OF THE TIGRESS. (See Page 62.) Photographed at Midland, Ontario, by George P. Wakefield, 1941.



THE ERIE FREIGHTER F. D. UNDERWOOD. (See Page 8.) Photograph by Rev. E. J. Dowling.



MISSISSAUGA LIGHTHOUSE on the western end of Manitoulin Island. (See Page 4.)
Photograph by R. P. Tappenden.



"THE OLD WRECK" as it appeared in 1934. (See Page 4.) Photograph by
R. P. Tappenden.



Lake Erie

The Ohio Shore a Century Ago

By FRANCIS PHELPS WEISENBURGER

ONE OF MY FIRST childhood recollections is that of hearing my maternal grandmother tell of her early girlhood in Cleveland, where she was born (November, 1843) in the family home on what was then called Garden Street. She recalled vividly playtime frolics on the Public Square, not far away.

My grandfather, who was much older, having been born in 1815, had remembered even earlier experiences in Cleveland. He had visited it when he went west in 1834 from his birthplace in St. Lawrence county, New York, to seek his fortune. En route he was one of over seven hundred passengers who had boarded a large steamer, the *New York*, at Buffalo. Coal not yet having come into use for the production of steam, wood in considerable quantities had to be taken on board at Dunkirk and Erie. Between the latter city and Cleveland a violent gale had arisen that rendered almost all of the passengers so seasick as to make sanitary conditions most unsatisfactory. The boat stopped about half a day at Cleveland where the passengers went ashore to have dinner at a small wooden hotel on Superior Street.¹ The tavern was the Franklin House kept by Philo Scovill.

Cleveland then presented a striking contrast to the great metropolitan city of today. In the census of 1830, scarcely a thousand inhabitants had been found there. An early print pictures the old courthouse, the early Old Stone Church, the Trinity Episcopal Church of that day, and the Academy, as dominating the center of the sprawling village, with its numerous white board fences, in 1833. The completion of the Erie Canal in 1825, and of the Ohio Canal (from Cleveland to Portsmouth) by 1833, had greatly stimulated the growth of the city. By 1840, the number of inhabitants had increased to 6,071, and in 1843 a traveler wrote of the town as "a splendid city," with "surpassingly elegant" country places in each direction along the lake road.

¹ "The Memoirs of Edwin Phelps," ed. by Francis Phelps Weisenburger, *Northwest Ohio Quarterly*, XVII (April-July, 1945), 85.

As late as 1850, however, Cleveland was the only place of more than 3,500 people in the whole Western Reserve area. In that region there were, however, numerous villages of some significance. Painesville (with 1,014 people in 1840) appeared to a visitor in 1846 to be "one of the most beautiful villages in the west." On the lake, Conneaut, Ashtabula Harbor and Fairport Harbor were already engaged in considerable commerce. Conneaut-on-the-Lake had then a pier with a lighthouse on it, two forwarding establishments, and eleven dwellings. The village of Conneaut, two miles to the southward, then had four churches, eleven stores, a newspaper, and a classical academy.

Ashtabula Harbor had several forwarding offices, about twenty-five houses, and was the home port of about a dozen lake vessels. At that time the community still remembered with grief the severe loss of the steamer *Washington* which had been built there and had been largely owned by persons of moderate circumstances in the locality. Its destruction by fire, off Silver Creek, in June, 1838, had been accompanied by the loss of about forty lives.

Henry Howe in 1846 described the port at the mouth of the Grand River:

Fairport has one of the best harbors on the lake, and so well defended from winds and easy of access that vessels run in when they cannot easily make other ports. The water is deep enough for any lake craft, and about \$60,000 has been expended in improving the harbor by the general government. Lake steamers stop here and considerable commerce is carried on. Fairport contains eight forwarding houses, several groceries, from twenty to forty dwellings and a lighthouse, and a beacon to guide the mariner on the fresh water sea.

Indeed, Daniel Webster on a trip to Cleveland in June, 1833, had landed here on the steamboat *Superior* and had proceeded the rest of the way in a private carriage.

Along the lake shore to the west of Cleveland was a place at the mouth of the Black River, originally called by that name but incorporated as Charleston in 1836. Later it declined so as to fall virtually into ruins, but by 1874 it was reincorporated as Lorain, and was to appear under that designation in the census returns for the first time in 1880.

Sandusky in the decade of the 1840's was larger than Toledo. By the census of 1850 the former had over five thousand people in comparison with the latter's 3,829. Limestone deposits in the Sandusky area had early been developed commercially. The city, moreover, was the terminus of the first railroad connections completed between Lake Erie and the Ohio River (in 1848, via Springfield). Hence, passengers often took lake vessels as far as Sandusky on their journey to the West.

Henry Howe visiting Sandusky in 1846 was much impressed with the harbor.

Sandusky has the largest and best harbor on the great chain of lakes, having the advantage of a large and land-locked bay, while the other lake ports are mostly but the mouths of rivers. The bay is eighteen miles in length, furnishing ample room for all the water craft that ever could be required.²

Kelley's Island, to the north, was already being developed by Datus and Irad Kelley, first for its red cedar and then for its grapes.

Toledo was the last of the larger cities of Ohio to be founded, not being incorporated until 1836. The completion of the canal from Cincinnati to Toledo in 1845 added greatly to the importance of this port, and it grew rapidly in the following decades. Daily steamboat accommodations were available to Buffalo and to Detroit during the late 1840's.

In the early decades of Ohio's history, traffic on the Ohio River had been especially important. Yet an indication of the later trends was evidenced early in 1845 when proud Cincinnatians exulted at the launching of the 1,053 ton *Missouri* in their city, only to be informed that the 1,136 ton *Empire* of Cleveland already was traversing the lakes. It began its first trip of 1845 on April 28, with Buffalo as its destination. At that time a Steamboat Association of lake steamboat owners controlled and standardized fares. The passenger fare from Buffalo to Detroit was six dollars and from Cleveland to Buffalo five dollars, causing Clevelanders to complain of what they deemed excessive charges.

In July, 1845, a large number of Cleveland ladies and gentlemen used the "queenly" *Empire* for a vacation trip to Chicago, stopping on the return journey at Mackinac and Sault Ste. Marie.

Launched early in June, 1844, at Cleveland (where even the engine was constructed) it was described as "the largest, staunchest, fastest, best furnished, best officered and best managed boat ever afloat on fresh waters," and when it had made its first trip in August, the Cleveland *Herald* had exclaimed:

How strange the contrast! And who can keep pace with the marvel march of Steam! Scarce twenty years ago the "puffs" of the *Walk-in-the-Water* first broke the primeval stillness brooding on the waters of the vast Mediterraneans of the New World, and already they are hourly furrowed by a fleet of swift steamers of unrivalled excellence.


In September, 1844, it made the trip from Chicago in sixty-two hours (fifty-four hours running time), and before being placed in

2 Henry Howe, *Historical Collections of Ohio* (Norwalk, 1896), I, 569.

winter quarters (November 22), what had been a heretofore unheard-of event, a pleasure party in November on Lake Erie, "resulted in unalloyed enjoyment and a fitting close of a successful season." On that occasion two hundred Clevelanders danced and promenaded to the music until the early hours of the morning, a midnight banquet being served during an interlude.

Interestingly enough, public sentiment at that time was crystallizing in favor of a railroad along the south shore of the lake, and in November, 1845, a meeting held in Cleveland brought together those from various communities interested in such a line from Buffalo to Chicago. The delegates from Toledo failed to arrive in time, for the steamer *Indiana*, on which they were traveling, struck a sunken scow, necessitating delay.

At that time engineers were already surveying the railroad route between Cleveland and Cincinnati, and within a decade the day of railroad competition for lake boats, canal packets and stage coaches had arrived. Stage lines soon succumbed to superior competition; canal boats continued to operate for a time; but lake vessels remain as a vital means of commerce for the prosperous Ohio shore.



Story of Philo Everett's Trip from Jackson, Michigan, to Marquette in 1845

PART II

By R. A. BROTHERTON

CONTINUING Philo Everett's story: "This region [near the Pictured Rocks of Lake Superior] abounds in old Indian superstitions. The red man has left an indelible imprint on all the land about, even the rocks are impressed, for along the jagged surface rises the profile of some mighty Indian chief whose very name is forgotten by man. At the top of the rocks called the Doric Rock or the Chapel the Admiral showed us a rough cross hewn in the rocks, by its side a tiny well, full always, they say of Holy Water. This cross for a compass, was carved there years ago by the gentle Father Marquette and from this stone altar he preached the Christian doctrine to the red man.

"The Grand Portal was one of the main features of the Pictured Rocks. They extended for 18 miles along the south shore of Lake Superior, from Grand Marais on the east to Munising on the west, in places rising in sheer precipices to a height of 150 to 200 feet above the water line, showing a succession of sandstone sculptures whose effects are heightened by the brilliancy of the coloring—alternating yellow, blue, green, brown and grey in a bewildering series of shades. Many of the rocks were given names such as 'Grand Portal,' 'Doric' or 'Chapel Rock,' 'Profile Rock,' 'Indian Head Point,' 'Battle Ship Point,' 'Sail Rock,' 'Lovers Leap,' 'The Cascade,' and 'Miners Castle.'

"An Indian myth was told to me about the Grand Portal while we were wind-bound at Chapel Beach by our Admiral, Chief Ma-dosh.

"Pipes and tobacco were highly prized, enough to be used for sacrificial offerings to their Great Spirit. Tobacco is always smoked before any serious undertaking that the fumes may rise to the Great Spirit and give them wise councils. One of these Great Spirits, was the greatly feared, loved and respected Man-a-bush, whose mother was the daughter of Nokomis, and who made his home on the hills back of Chapel Beach.

"One day Man-a-bush was climbing to the top of Grand Portal when he noticed a delightful odor coming from the cave underneath. He entered the cave and came upon a Giant Manidos who was the keeper of all the tobaccos. The Giant Manidos asked Man-a-bush what he wanted, and Man-a-bush replied he wanted some tobacco for his tribe. The Giant answered that he did not have any as all the Manidos (spirits) had been there for their annual smoke. Man-a-bush saw many bags near by, so he grabbed one and ran out of the cave closely pursued by the Giant. In his wild flight he leaped to the top of the Grand Portal, where he slipped and fell, the Giant stumbling over him. Quickly Man-a-bush grabbed the Giant and threw him down to the water and rocks below the Grand Portal. When he saw the Giant was too badly hurt to rise again, he called to him, 'For your meanness you shall become a grasshopper, "Kakurne," and you shall be known for your stained mouth and shall forevermore be a pest to all those who grow tobacco.'

"The storm finally abated allowing us to continue our journey and we rounded Miner Castle and entered the east channel with Grand Island looming up to our right. We soon reached the south end of the Island with its well protected harbor, where on landing we were met and welcomed by Abraham Williams, his wife and thirteen children.

"Williams had a number of log cabins, quite comfortable, with bunks and a large stone fireplace in each, one being a trading store in which were such goods as the Indians wanted. The store was kept locked, opened only when the Indians came with furs to trade, or without them to get necessities, where credit was given against next year's catch.

"There were no white people living nearer than Sault Ste. Marie, more than 100 miles away, and the Williams were glad to see us and do all in their power to make us comfortable, for which they were compensated.

"About noon the next day a party of Indians, about twenty in number, appeared on the shore across from the Island and made signs for Williams to ferry them across. They had come overland on foot over a trail from Lake Michigan in a day and a half, carrying their bundles of dried furs from last winter's catch. Williams opened up the store and for the next few hours there was much trading, Williams paying for the furs in trade goods consisting of blankets, flannel, cotton print cloth, salt, sugar, and tobacco. Powder, muskets and whisky he would not sell to them.

"The next day we said goodbye to the Williams and with a fair wind were able to reach the mouth of the Carp River, now part of the City of Marquette, just twenty-one days from the time we left Jackson.

"We camped here for several days and found Peter Barbeau and Achille Cadotte, together with Man-gon-see (Small Loon), a brother of Chief Marji-Gesick, camped here also, who had arrived a few days before.

"We all went on an exploring trip, traveling over an old Indian trail that the Indians with us were well acquainted with, all carrying light packs, containing tent, blankets, and a food supply to last for several days, and shortly before noon we arrived at Marji-Gesick's camp on Teal Lake, where we were met in a very friendly manner. Chief Marji-Gesick sent his squaws, five in number, to help make our camp at the southeast end of the Lake. I was surprised at the number of wives the Indian chief had, but Barbeau explained that it was the custom to only celebrate the marriage to the number one squaw, who was the boss of the family until her death, while other squaws were acquired from time to time by purchase and as many as he could support.

"Indian maidens are not allowed to choose their husbands, but are sold by their parents. However she is given a trousseau in accordance with the wealth of her father—beautiful tanned hides for clothing and bedding, embroidered mocassins, head bands, grass mats, basswood bowls, spoons and knives made from shells, etc. First came the civil marriage, generally performed by the priest or missionary. This is followed by the ceremonial smoke, the big eat, the beating of drums, chanting, dancing and orations, the bride remaining in seclusion during these festivities—not for her all this hilarity.

"The bride has been taught from her childhood to make baskets, weave brightly dyed grass-mats, tan hides embroidered with gay colored porcupine quills and beads, to make wigwams, birch bark canoes, plant and hoe corn and potatoes, gather herbs and nurse the sick, but if the patient got well the credit went to the Medicine Man.

"Their babies they bound on the cradle boards softly padded with sweet grasses. Once a day only were they allowed to roll on the blankets. As the boys grew old they were given a bow and arrow, taught how to shoot, swim, trap animals and allowed to run wild. Not so the girls, however, for at the tender age of five years they were taught to fetch and carry wood and water, tote a pack roll on their back, and from then on to toil from sun to sun as their mother did until the day she died.

"The next day Chief Marji-Gesick showed us the Iron Mountain, or what later became known as the Jackson Mine. Here were to be seen thousands of tons of Iron Ore exposed above the general level of the ground. We made arrangements with the Chief for a number of his

men to pack about a ton of the iron ore over the trail to our main camp at the mouth of the Carp River where we could load it into our boat.

"On our return to our camp on Lake Superior, Professor Stacy who was a great fisherman, went up in the hardwoods on the hill and by turning over some old rotten windfall logs, found a number of white grub worms for bait, and cutting a pole along the river bank soon caught a considerable number of brook trout that made a supper fit for a king. We had previously found and left undisturbed, about a half an acre Indian potato patch. No owner could be found in the vicinity, so to round out our supper, our consciences permitted us to trespass, and we dug about a half bushel of half grown potatoes. Our dessert was fresh blueberries gathered by the Indians at River du Mort (Dead River) where they grew in great abundance and were nearly as large as small cranberries."

APPENDIX

Much of the material used in the foregoing account of the Everett trip to the Iron District in 1845 was given to me in talks with the late Henry Van Dyke, who was a member of the party and from data supplied by Mr. C. R. Everett of Marquette, a grandson of Philo Everett. He still has a letter written by Philo Everett to his brother-in-law, Charles Johnson, on November 10, 1845, after his return to Jackson. Mr. C. R. Everett allowed me to make a photostat copy of this letter and following are some extracts from it: ". . . No one can make a location in the mineral district without a permit from the Secretary of War. We had seven permits, and I was appointed treasurer and agent to explore and map locations. I took four men from Jackson and hired me a guide at Lake Superior, bought me a boat and coasted up the Lake to Copper Harbor, which is 300 miles from Sault Ste Marie. . . . I was most of the time with the Indians and we incurred much danger and hardship. The lake is one of the most boisterous in the world. The high seas make it so dangerous to navigate. There are many bays to cross and some places the rocks are perpendicular for many miles and no landings at all. If a small boat is caught here in one of the storms it must be lost or ride out the gale. . . . We found many good agates and we made several locations, one we called IRON at the time. It is a mountain 150 feet high of solid ore. Since I got home I had a sample smelted and it produced excellent Iron."

Philo Everett returned to the Iron District, accompanied by Col. A. V. Berry and F. E. Kirkwood in 1846, and again met Chief Marji-Gesick, and gave him the following paper for his help given them in locating the Jackson Mine.

River du Mort, May 30, 1846

This may certify that in consideration of the services rendered by Marji-Gesick, a Chippewa Indian, in hunting ore of location No. 593 of the Jackson Mining Company, that he is entitled to twelve undivided one-hundredths part of the interest of said Mining Company in said location No.

A. V. Berry, Superintendent

F. W. Kirtland, Secretary

The Jackson Mining Company was later re-organized and became the Jackson Iron Company and this agreement with Chief Marji-Gesick was never fulfilled. He

died in 1862, giving the paper to his daughter Charlotte, wife of Charlie Bawgam. She assigned it to Jerry Compo, who brought suit against the Jackson Iron Company but the Court decided against him.

Philo Everett returned to the district each year and in 1850 moved his family to Marquette, where they occupied a house of four small rooms and lean-to just north of where the D. S. S. & A. Railway crossed over Front Street. He died in Marquette, September 15, 1892, at the age of 85.

The old Chief Marji-Gesick lies buried somewhere in this district in an unknown grave, but his name lives on in the historical records of this district. It is a strange fact that neither he nor the original members of the Jackson Iron Company ever profited by the discovery of the Jackson Mine, which is still being worked; neither did the Burt Survey Party which first found the iron ore in September, 1844, ever make any attempt to profit by their discovery.

The Last Boat

"Navigation Closed December 31"

Out on the wilds of the winter sea, into the grip of the northern gales,
Heavily laden, but strong and staunch, last of the inland freighters sails;
Out of the harbor, into the night
Move the twin stars of her masthead light.

Cheer and shelter and friendly glow of the scarlet beacon she leaves behind,
Darkness and danger, before her spread, under the stress of the hurrying wind.
Sadly we watch where the last ship goes
Lonely and black through the driving snows.

Soon will our inland ocean spread sailless and smokeless and desolate;
Never an upbound prow to break the icy wards of the harbor gate;
Safe will the great ships sheltered lie
Under the calm of a southern sky.

Speed brave freighter, and fare-thee-well, breast the roller and face the gale,
Out of the sleety norther's grip, swift to your home port safely sail!
Long is the winter, and lonely we—
Closed are the gates of the western sea!

ELSIE JANET FRENCH
Originally printed in
The Illustrated American, 1897.



The Milan Canal

By CHARLES E. FROHMAN

THE "Recollections of the Milan Canal," printed in the October, 1945, issue of INLAND SEAS, denying the existence of the canal, calls for an outline of its history. It did exist, and relics of it still may be seen, especially near Fries Landing, north of Milan, near the site of the original Huron County court house.

In the Sandusky *Clarion* of May 5, 1824, a committee report was printed as follows:

In conformity with the authority vested in us, and in discharge of the duties required of us, we, the undersigned, on the 12th of April, 1824, proceeded to make the necessary survey of the canal route from the village of Milan to the navigable waters of the Huron River, near the former seat of justice for this county.

The engineers and acting committee, having carefully looked the ground over which the canal will pass, marked out the route. At the commencement of this, they find a very convenient situation for the summit-pond, which may be formed by a very small dam across the Huron, which from estimates by actual experience, can be constructed for \$300, with an ample supply of water at all seasons of the year. With this expense, the summit-pond will be perfectly secure from floods.

It is found by actual measurement of the fall of the water the whole distance of the contemplated canal, that it will be seven feet and six inches. The whole ground over which the canal will pass is bottomland, and of the easiest kind of aqueous earth for excavation. The whole distance is three miles, and entirely of the above description of earth. From excavations actually made in the same kind of earth, it is found that the excavation may be made at an expense of six (6) cents a square yard, and at this rate a boat navigation of four feet deep and 30 feet in width, may be made at an expenditure of \$1,500 per mile, and consequently the three miles of excavation may be made for the sum of \$4,500. Add to this the dam and the excavation of the summit-pond, \$300, equals \$4,800. It is believed that two locks will be necessary — one at or near the summit-pond, and one at the entrance of the canal from the river, at an expenditure of \$300 each; to which add the above and we have \$5,400. Some grubbing of timber and other contingent expenses, say \$400, which added to the above, makes \$5,800.

It is believed that this expense will be more than counterbalanced by the great ad-

vantage which the thriving village of Milan will derive from the canal. Nearly one-half the above sum is already offered to be advanced by responsible individuals.

Geo. W. Choate	} Com.
Mr. Bates of N.Y.	
Geo. Lockwood	
P. R. Hopkins	} Engineers
Chas. Wheaton	

The canal began just north of Milan, and covered a distance of three miles to deep water of the Huron River at a point below Abbotts' Bridge. It was constructed, owned and operated by the Milan Canal Company, chartered January 24, 1827, capitalized at \$35,000, divided in shares of \$50 each. On October 28, 1833, a contract was entered into for the construction of the canal, which took six years to complete, because of lack of funds. The final cost was reported at \$23,392 instead of the estimated \$5,800.

When the directors of the company were authorized to increase capitalization to \$75,000, the state of Ohio took \$25,000 in stock. The state was also a creditor—loaning \$15,000 for a period of thirteen years at six per cent (and being repaid). The town of Milan was also a stockholder. Part of the increased funds were subscribed for stock in the Milan and Richland Plank Road Company—for a “feeder” road for wagon deliveries of wheat to the canal warehouse for transshipment by water.

Tolls for the first year of operation were \$3,163.10, and dividends of $37\frac{3}{4}\%$ were paid through ten years ending 1851, when the last dividend was authorized. During the year 1849, two dividends totaling 10% would seem to indicate a rather prosperous year. Vessels paid tolls indicated by the following: 25 cents per short ton of general merchandise; 2 cents per barrel of salt; $\frac{3}{4}$ cent per bushel of barley, oats, buckwheat, potatoes and apples; $\frac{1}{2}$ cent per bushel for pot and pearl ashes; 4 cents per barrel for whiskey, linseed oil, cider, pork lard, butter, beef and fish; 3 cents per barrel of flour and other produce; $6\frac{1}{4}$ cents per perch of stone; $37\frac{1}{2}$ cents per thousand feet of lumber; $\frac{1}{2}$ cent each for cedar posts; 2 cents per thousand for pine shingles; $13\frac{3}{4}$ cents per ton of coal.

The first vessel to arrive at Milan via canal was the *Kewaunee*, 150 tons, commanded by Captain Moran, arriving on July 4, 1839. We are told that shipbuilding in Milan received its great impulse at this time and several yards operated. Horses or mules walked the tow-paths to take the vessels through the canal, but these were later replaced by a steam tug constructed at Milan.

Fourteen warehouses lined the canal basin at the foot of the Milan

hill. Shipments of wheat reached 917,800 bushels in 1847. During this period, when Ohio was one of the great grain producing areas of the country, it was claimed that "Milan was at one time the greatest grain port in the world." Weekly arrivals and departures averaged 15, to total 219 during the navigation season of 1843. The export trade of Milan in 1844 was \$825,098 and import trade reached \$634,711, of which amount \$585,300 was general merchandise. Exports increased to \$1,250,000 in 1847, and fell off to \$435,000 in 1851.

The independence which the canal reportedly gave to citizens of Milan is given as the cause for their refusal to allow a right-of-way through the village to what is now the southern division (Norwalk) of the New York Central railroad. The Canal Company even announced a resolution that it passed concerning the proposed Cleveland-Toledo railway via Sandusky in 1848, "That the building of any bridge or other structure across the navigable waters of the Huron River will be resisted by the Milan Canal Company as in direct violation of the Ordinance of Congress of 1787, establishing the Northwest Territory, and as a palpable violation of the navigation and in violation of the chartered rights of the Canal Company."

The last regular meeting of the directors of the Canal Company was held September 20, 1865, after which they met every three years. In 1881, the tow-paths were leased for 99 years, renewable forever, at a rental of \$50 per year, for use by the Wheeling & Lake Erie Railroad Co., and the final meeting was held November 8, 1903, when dissolution was voted. Thereafter an application to dissolve, filed in the Common Pleas Court of Erie County, at Sandusky, was granted March 28, 1904, and the company whose canal had a useful life of 26 years ended its chapter in the history of the lakes.

The application for dissolution of the Milan Canal Company indicated ownership of real estate consisting of the so-called drydock, canal basin and upper and lower locks, and a strip of land 150 feet wide along the Wheeling & Lake Erie Railroad right-of-way, extending in a northerly direction from the southerly end of the canal basin near the intersection of Main and Union Streets in Milan, to the mouth of the Huron River in the village of Huron. Personal property consisted of \$1,006.17 in cash. There were 98 shareholders listed for a total of 1434.0826 shares, and there were reported to be no liens or encumbrances except the Wheeling & Lake Erie lease; and no bills or accounts payable. The attorney for the petitioners was Roy H. Williams, now a judge of the Supreme Court of Ohio, and the judge of the Common Pleas Court of Erie County, Ohio, was Charles S. Reed, who later became a resident of Cleveland.

In 1863 the schooner *Idaho* was built at Milan by A. J. Mowry of Milan, dealer in drugs and investor in lake trader operations. She could carry 350 tons and was 135 feet long, what sailors term a "fore and aft" rigger, having two spars or masts for the carrying of fore and main sail, with a boom and jib boom. The *Idaho* sailed the lakes for ten years, in a prosperous trade, but in the panic year of 1873 lake freight rates declined, bringing small vessels to harbor and the *Idaho* toward Milan for overhauling. The *Idaho* entered the canal during the closing days of navigation in the year 1873, and the crew was dismissed when she tied in the first lock, while Captain Wood kept watch. But the fall of freight rates continued, and the *Idaho* kept her berth, taking the beatings of winter and weather, so that her mooring place became her grave, where her hull remains, her ribs and keel still visible in the mud that has all but filled the lock of the canal. In the spring and after heavy rainfalls, trickles of water still flow down the canal bed — but they pass over the wood sills of the lock and over the frame of the *Idaho*, to join the lakes where the glorious days of the Milan Canal are all but forgotten.

GREAT LAKES CALENDAR

By JEWELL R. DEAN

SEPTEMBER, 1945

The U.S.S. *Mero*, a \$10,000,000 submarine which was completed by the Manitowoc Shipbuilding Co. at Manitowoc, Wisconsin, too late for participation in World War II, made a tour of major Great Lakes ports and was inspected by thousands of persons. The Great Lakes yard turned out submarines by an assembly-line method throughout the war and they were moved to the ocean via the Illinois Waterway and Mississippi River. The undersea craft, tested in dives in deep water of Lake Michigan, were placed in pontoon cradles at Chicago to obtain buoyancy in the shallow waters of the waterway and river.

OCTOBER, 1945

Resumption of direct sailings by European ships from England and the continent into the Great Lakes was effected when the *Ornefjell* of the Fjell Line, owned by Olsen & Ugelstad, Oslo, Norway, arrived. Her return cargo was chiefly steel loaded in Cleveland. Captain S. Andresen of the *Ornefjell* stated that on the return trip he hoped to visit his Oslo home for the first time since 1939 and learn details as to how his family fared under the German occupation. The Fjell Line and Holland's Oranje Line expect to resume service into the Great Lakes on a prewar basis in 1946.

OCTOBER, 1945

The Lake Erie International Vacationland Conference, a permanent organization to promote the entire rim of the lake as a vacation area, was organized by 125 travel, resort and businessmen meeting in Cleveland. Recommendations included an air line connecting Cleveland and London, Ontario, and a steamship connection between Cleveland and Port Stanley, Ontario. Clarence S. Metcalf, Executive Vice-President, and Donna L. Root, Secretary, represented the GREAT LAKES HISTORICAL SOCIETY at the meeting. The conference elected H. J. Lassaline, secretary of the Essex County (Ontario) Tourist Association, as president. Vice-presidents are O. A. Reynolds, vice-president of the Cleveland Chamber of Commerce; M. J. Cook, Geneva-on-the-Lake, Ohio; C. J. Stark, Sandusky, Ohio; and R. Valleau, Chatham, Ontario.

OCTOBER, 1945

Due to absence of wartime rationing in Canada of certain articles of food and clothing, the steamer *Alabama* made several trips from Cleveland to Leamington, Ontario, near the end of the 1945 passenger season. The ship was crowded. The steamer *Pelee* had a busy season on its run from Sandusky, Ohio, to Leamington, turning away "bargain-hunters" under rationing about every trip at the American end of the run. A loud-speaking system on the *Pelee* broadcasted almost continuously the fine quality of Canadian goods and gave tips to the buying-minded. But more

than one housewife cast chunks of Canadian beef into Lake Erie from the *Alabama* when she learned she would have to produce ration points to carry her purchase down the gangplank at Cleveland. On the Canadian shore many citizens and business men did not like too well the American raids. Some Canadian stores closed during the periods the *Alabama* was docked, in order to conserve supplies. The 1945 variety of international trade across Lake Erie was hardly of the type the Vacationland Conference desires to promote.

OCTOBER, 1945

The close of this month marked the first deadline on filing of reports and payments of taxes by approximately 85 per cent of the American steamship companies on the Great Lakes to provide unemployment benefits for seamen under an Ohio law signed into effect September 5. Extension of jobless benefits to seamen has been rapid in lake states, only Indiana, Wisconsin and Michigan failing to include sailors under their unemployment acts. The Ohio extension, advocated by the Lake Carriers' Association, applies to men employed by steamship companies with operating offices in the state and covers Cleveland where vessel company offices are concentrated.

OCTOBER, 1945

The Nicholson Transit Company, Detroit, repurchased from the American government the freighters *Tampico* and *Fellowcraft* at Norfolk, Va., and returned them to the lakes via the St. Lawrence to resume activities in the steel and scrap trade in 1946. The ships had the distinction of going from the lakes to the ocean twice during World War II and serving in 1945 under the British flag while transporting coal from Norfolk to Nova Scotia and returning newsprint. In this trade the ships relieved British vessels which were needed for the spring's massed invasion of Europe by the Allies. The *Tampico* was built on the lakes in 1900 for ocean delivery and operated many years in the Pacific before returning to fresh water.

NOVEMBER, 1945

The Ford Motor Company sold its barges *Lake Hemlock*, *Lake Crystal*, *Lake Kytte*, and the sea-going tug *Barlow*, to the Collins Transportation Company for ocean service. The sale left Ford with only the two large motorships *Henry Ford II* and *Benson Ford* of its former large Great Lakes fleet. It also still owns the harbor tug *Dearborn*. The *Barlow*, towing its string of barges, reached New York December 21, spending 41 days enroute from Detroit via the St. Lawrence. Atlantic coast storms gave the craft a severe pounding and they had to seek shelter in four Maine and Massachusetts ports. The barges were the last of 100 "Shipping Board" steamers Henry Ford purchased from the government at the close of World War I for scrapping. He removed the engines from around a score of the ships and converted them into barges which fitted into his needs. The government requisitioned 12 of the barges in 1942 and installed power again to provide ships for ocean needs.

NOVEMBER, 1945

The United States Coast Guard cutter *Tahoma* returned to the lakes to resume peacetime duties after serving most of the war in the North Atlantic Weather Patrol. She has been assigned to Lake Michigan, replacing her sister ship, the *Escanaba*, which was lost in the Atlantic. The *Tahoma* and *Escanaba* were built in 1934 by the Dafoe Boat & Motor Works, Bay City, Michigan, for lake service. The 165-foot

Tahoma was stationed at Cleveland as rescue ship, ice-breaker and general utility cutter prior to the war.

NOVEMBER, 1945

The United States Coast Guard announced establishment of a permanent air base from which airplanes will operate in supplementing its protection of shipping, commercial fishing and pleasure boating on the Great Lakes. The base, located at Traverse City, Michigan, was obtained from the Navy which constructed it and conducted highly secret experimental work there during the war. The location is central on the lakes, being near Lakes Superior and Huron and on the northern end of Lake Michigan. It was stated by the Coast Guard that fast planes could reach farthest points on the lakes from the base within three and one-half hours. Air-sea rescue work received great impetus during the war and is expected to become more important in the future.

NOVEMBER, 1945

Late in the month the federal government, by order of President Harry S. Truman, took over control of the Great Lakes Towing Company, which provides harbor towing service in practically all the major American ports on the lakes. The company's operations had been shut down by strikes in various ports for periods ranging to three months at Buffalo. The president appointed a federal manager for the company, a device that had been used in numerous instances to put men back to work in struck factories and industries pending negotiation and settlement of labor controversies. The president acted in the tug case because of a late rush of coal on the lakes—a situation that resulted from the coal miners' fall strike—and to expedite the vessel movement of grain, much of which was government-owned and being rushed to Europe for the relief of war-torn countries.

DECEMBER, 1945

The Interlake Steamship Company, Cleveland, sold to the Nicholson Transit Co., Detroit, the steamers *Perseus* and *Canopus* for conversion into automobile carriers during the winter. The war-interrupted trade of transporting new automobiles from the factories of Detroit to distributing centers will resume in 1946. The *Perseus* and *Canopus*, sister ships of 464 x 50 x 28 dimensions, are much larger than any vessels of the pre-war automobile-carrying fleet and will load around 500 cars each. Sale of the ships by the Cleveland iron ore and coal fleet continues a trend to larger vessels by companies in the bulk freight trades. At rates which have prevailed for several years, ships of the "600-footer" class are required to show profits in ore and coal transportation.

DECEMBER, 1945

The Canadian Pacific Railway Company announced sale of its historic steamers *Athabasca* and *Alberta* to ocean interests for operation from Florida into the Caribbean. The ships, built in 1873 on the Clyde in Scotland, entered the lakes through the St. Lawrence River by being cut in two at Montreal. They are slated to head intact for the ocean next spring, after 72 years in fresh water, via the Illinois Waterway and Mississippi River. A history of the C.P.R. fleet, including the *Athabasca* and *Alberta*, *Sixty Years of the C.P.R. Great Lakes Fleet*, by Fred Landon, appeared in *INLAND SEAS*, Vol. 1, No. 1, January, 1945.

NOTES

Concerning the United Nations' Capital

ON NOVEMBER 2, 1945, when the site of the capital of the United Nations Organization was still undecided, a joint meeting of the Board of Trustees and the Executive Board of the Great Lakes Historical Society was held at the Cleveland Public Library. It was voted to join in a request that the United Nations Organization consider a proposal to locate the seat of the Council at some central point in the United States-Canada border, preferably on Sugar (or International) Island in the St. Mary's River.

By vote of the Society copies of a resolution urging this location for the capital were sent to President Truman, the Senate, the House of Representatives, and to Prime Minister Mackenzie King, as well as to United Nations Headquarters in London.

The resolution pointed out that the boundary line between the United States and Canada extends for 4,000 miles, has been unfortified for 131 years and is the world's greatest example of international cooperation.

Sugar Island is an undeveloped area—larger than the District of Columbia,—located in the St. Mary's River just below Sault Ste. Marie, Michigan, and Sault Ste. Marie, Ontario.

Of an irregular shape extending around eight miles north and south, it could be developed with a beauty corresponding with its rank as the world's capital. By air the location is considered as central as any yet suggested to the

seats of government in the large nations of the world.

The boundary location was suggested to the United Nations by Chase S. Osborn, former governor of Michigan. Resolutions supporting Sugar Island previously had been adopted by the Algonquin Club of Detroit, which has Canadian and American members, and the Marine Society of Detroit.

Acknowledgements were received from the State Department, Ohio senators and representatives.

A copy of the resolution follows:

TO THE HONORABLE COUNCIL OF THE UNITED NATIONS

WHEREAS, The Great Lakes Historical Society, whose headquarters is at Cleveland, Ohio, is an organization with 500 members, consisting of Americans from many states and Canadians, whose aim is to study and further the development of the Great Lakes Area in its historical, geographical, commercial and scientific aspects,

AND WHEREAS the boundary line between the United States and Canada, 4,000 miles long, has been unfortified for 131 years and is the world's greatest example of international cooperation,

AND WHEREAS Hon. Chase S. Osborn, former governor of Michigan and a member of the Great Lakes Historical Society, has submitted an argument for locating the proposed capital of the United Nations at some central point on the United States-Canadian boundary,

preferably on Sugar (or International) Island in the St. Mary's River,

THEREFORE, RESOLVED that the Great Lakes Historical Society approve this location for the United Nations' capital, and urge the United Nations' Council to give serious consideration to this proposal.

CLARENCE S. METCALF,
Executive Vice-President.

Great Lakes Research Institute

THE GREAT LAKES RESEARCH INSTITUTE was recently organized at the University of Michigan, Ann Arbor, Michigan, to undertake to do for North America's five inland freshwater seas what is being done for the oceans by such laboratories as the Scripps Institute of Oceanography on the Pacific Coast and the Woods Hole Oceanographic Institution on the Atlantic. The waters of the lakes, their rock basins, currents, flora and fauna will be studied by a group of scientists with specialized training in the fields.

INLAND SEAS received the following cordial letter from the director, Professor Paul S. Welch:

I wish to thank you for your letter of October 19 and for the copy of your new journal, the INLAND SEAS. While your society and publication is primarily concerned with historical material and the Great Lakes Research Institute of this University will concern itself primarily with the various fields of scientific endeavor, it is obvious that there will be certain interests more or less in common. I shall present your letter and journal to our Council and call their attention to your invitation to become possible contributors to your journal if appropriate material should become available as a part of the work of the Great Lakes Research Institute.

Expressing our appreciation of your interest in this matter, I am

Yours very truly,

PAUL S. WELCH.

S. S. North Star

IN REPLY to an inquiry in INLAND SEAS, October, 1945, Mr. H. A. Musham of Chicago writes that at least four vessels bore the name *North Star*. A picture of the S.S. *North Star*, built at Cleveland in 1854, will be found on p. 693, *History of the Great Lakes*, Chicago, J. H. Beers & Co., 1899; also in S. W. Stanton's *American Steam Vessels*, New York, Stanton, Smith & Scranton, 1895.

A picture of the schooner *North Star*, the first sailing vessel to go through the Soo Locks (in 1855) was sent by R. A. Brotherton of Negaunee, Michigan, and appears in this issue of INLAND SEAS.

The Storm of 1905

An excerpt from the journal of Captain E. O. Whitney (retired) of Ashtabula, which he has presented to the Great Lakes Historical Society collection at the Cleveland Public Library.

WE WERE UNLOADING ore at the Port of Ashtabula, and at the dock of which I am now Superintendent; I was Master of the Str. *John Ericson*, and it was the day before Thanksgiving. We expected to be unloaded by mid-night and leave as soon as we were unloaded.

I had retired to get some sleep before we were ready to leave. About 10 p.m. Mr. Savage, the dock Superintendent, came aboard with orders from our Cleveland office not to leave until further orders, so I turned over and went to sleep again.

The next day, being Thanksgiving, we had just finished our good dinner, and Mr. Savage came aboard with the news of the big storm on Lake Superior and the great loss of ships and lives.

We were instructed to proceed and keep a good lookout along the north shore to see if we could be of any assistance to anyone. We left at one p.m.

Thanksgiving Day. We had quite a bit of snow and wind from Lake Erie to Lake Superior and proceeded to Isle Royal and along the North Shore to Two Harbors. We saw the Str. *Spencer*, and Barge *Amboy*, ashore at Grand Marias, Minn. Later passing the wreck of the Str. *Lafayette* and her consort *Madeira*, at Split Rock Pt.

I sailed the *Madeira*, in 1901, and we put in at Two Harbors, where we received the news of the great disasters from the big storm. We waited in Two Harbors for a day and then had orders to proceed to Superior and lay up. We saw the Str. *Edenborn* ashore below Knife Island, and the Strs. *Mataafa*, and *R. A. England*, at Duluth. There was great loss of life on the *Mataafa*, as the after crew were frozen to death, within sight of the fires on the beach. The *England* being light was afterward released, without loss of life. The Str. *Sevona* was lost at Sand Island, and the *Wm. E. Corey* was ashore at Michigan Island, one of the Apostle group. The Str. *Douglass Houghton* having big power, was fitted out and sent to pull on the *Corey*, and released her, after four days work, and she was brought into Duluth for the dry dock. This was the greatest loss of life and property that had ever occurred on the Great Lakes. This was also quite close to home as most of the men and ships lost were our company and we were all acquainted with one another. One of my old captains sailed the *Edenborn*, Captain Jerry Talbort of Lorain, Ohio. Richard Humble, of Conneaut, sailed the *Mataafa*, and Captain Bailey of Vermillion, sailed the *Corey*, and Captain Dell P. Wright, of Geneva, Ohio, the *Lafayette*, and Captain John Dissette the *Madeira*.

We were all good friends and it was fortunate that none of them were lost, as the crews on the *Lafayette*, and *Madeira*, had very hard experiences on the rocks of Split Point. There were several other

boats lost, although I have only mentioned those of our line.

Most of the captains that were in command of these ships at that time have passed on to the great beyond, where storms will no longer bother their sleep, with the exception of Bailey and myself.

Captain Roscoe House

CAPTAIN ROSCOE HOUSE, USCG, Special Assistant to the District Coast Guard Officer for the Cleveland, Ninth Naval District and a charter member of the Great Lakes Historical Society, is now on terminal leave pending retirement.

Captain House will be formally retired next April, after more than 48 years in service, 27 of which were served as Superintendent of the 10th Lighthouse District.

In 1897 he entered government service with the U. S. Engineer Department in Oswego, New York, and a year later he transferred to the Lighthouse Service at Buffalo. He was appointed Superintendent of Lighthouses for the 10th District, which includes the St. Lawrence River and Lakes Ontario and Erie, in 1912.

When the Lighthouse Service was consolidated with the Coast Guard in 1939, he was inducted into the Coast Guard as commander and assigned to the district office in Cleveland as Aids to Navigation and Assistant Operations Officer.

He was promoted to the rank of captain August 1, 1943, retired and immediately recalled to active duty. In July, 1944, he was appointed Assistant District Coast Guard and Chief Operations Officer.

Captain and Mrs. House plan to continue making their home at 3131 Rocky River Drive. They have two daughters, Mrs. L. E. Webster, 19 South Long St., Williamsville, N. Y., and Mrs. George J. Triepel, Hamburg, N. Y. Their son,

Captain Robert C. House, who served with the 20th Bomber Command in China, is on terminal leave at his home at 69 Awood Place, Buffalo.

The Chicago Kid

W. O. Stubig of Sandusky, Ohio, recalls this episode of his youth on the lakes in the days of sail. "There are plenty of old sailors left," he writes, "who can vouch for the identity of the Chicago Kid, an overbearing terrorizing bully but nevertheless a capable seaman. Many a skipper was at times glad to have him in the crew and just as glad to be rid of him at the end of a voyage. He represents a type of schooner man who shifted from fresh water to salt water with the seasons."

THE CREW of a harbor tug lying in a slip adjoining the Lackawanna hard coal docks near the mouth of Buffalo creek might have cocked their ears and listened.

The ferry man sculling his buntie toward the collection of rotten spiles on the south side of the creek might have idled his sculling oar a split second, but no more. Those sounds were nothing new to them.

There was mutiny on the *Unadilla*. Harsh and discordant voices arose resonantly from the forecandle hatch and were answered in moderation by the captain standing alongside the foremast, lantern in hand. The *Unadilla*, a three masted schooner, was floating low with a cargo of hard coal. The stevedores were gone, the docks deserted. Distant lightning and the low rumble of thunder gave an inkling of what soon would be the weather outside.

One voice, more dominant from the forecandle, let it be known that its owner was not in favor of leaving a safe harbor and putting out in such a night, "may he be everlastingly dashed for a swab headed deck hand if he was." He had sailed the western ocean on ships that

carried yawls bigger than the *Unadilla* with captains that knew their stuff. It was unreasonable to expect it.

The captain answered this argument with the statement that he had sailed the seven seas himself and had seen better men put in irons for refusing duty in port. He didn't intend to leave port in the face of this storm. All he wanted was the hatch covers put on. The cargo was going to Milwaukee to lay in bins all winter. The shippers would not want it to get wet. The hatch covers were accordingly put on, the crew led by the "Chicago Kid" returned to the peace and quiet of the forecandle and all hands turned in.

At daybreak a puffing tug pulled the schooner through the breakwater and the mutiny was forgotten in the hoisting of sails, the coiling of ropes, the pumping of bilge water and the washing down of decks. The voyage was begun. Such was the routine of sail driven lake traffic in the late 80's.

Although only in my teens this was the second mutiny in which I had been a passive participant, neither being on the high seas. Captains have a right to shoot on such occasions and it was fortunate for us we did not have one of the fighting type of captain who would have invaded the forecandle and beat up the lot of us. Our leading spirit, the "Chicago Kid," as he was known over the lakes, a brawny sailor of 45, in my opinion was yellow. A veritable bull on the end of a rope, his appearance was terrifying. There was a large dent in his skull above the left temple, his left eye was missing and a jagged scar extended down his left cheek to the lower jaw, probably the result of a blow from a capstan bar wielded by a powerful adversary in a drunken brawl or a fall from a yardarm upon which he had ventured too soon after a rampage ashore.

He had shipped in Buffalo the day before in company with a pal and while shifting back and forth the schooner to

facilitate loading, had noticed the great energy his pal had displayed under the watchful eye of the mate. As soon as the mate's back was turned the Kid seized a hunk of the hard coal that littered the decks and drew back his powerful arm in a gesture as if to brain his pal, his single eye blazing with passion as he hissed "You're one of them strong men when the mate's around."

We were through the straits of Mackinac heading into Lake Michigan, reversing that course where ships are guided by Skillagalee and Waugoshauc, a couple of beacons which guide vessels in the straits from the Lake Michigan side, when an accident occurred on the *Unadilla*.

The signal halyards had been carried away and the skipper came out of the cabin with a coil of new manila rope which he handed to the mate with instructions to have one man go aloft.

When a schooner is close hauled, beating to windward, the sailor at the wheel is guided by a pennant flown from the tip of the main mast, the higher spar, from which point a signal of distress is also flown. The rope which hoists the pennant into position is called the signal halyard and runs over a small wheel called a sheave which is set in the peak of the spar before it is stepped. To pass a line through this sheave while the vessel was plunging in a sea way was no boy's job.

It was in the after dog watch, all hands were on deck as the mate handed the coil of rope in the general direction of the Chicago Kid, his pal and myself. I was getting the same pay as the Kid and he looked at the coil of rope without making a move and then turned his blazing single eye on me with a look of scorn.

Here was a challenge I couldn't ignore. I did not relish the job. I had never done it before but I took the coil from the mate, dropped it on deck, slashed a

bowline into one of the ends to make a noose to go around my neck and started up the main rigging, the Kid watching me with a sardonic grin.

I could imagine the gruelling I would have gotten had I flunked. If I had taken a header from the main top I would have gotten no sympathy from him.

Some 60 feet above a vessel's decks are the crosstrees, horizontal skeleton platforms which form the footing for sailors when storing topsails and so on. Leading up to the crosstrees are the shrouds, stout wire cables with tarred rope ratlines for steps with a spread of eight feet at the rail and converging to one strand at the masthead. When transferring from the ratlined rigging to the crosstrees the sailor bears his weight on his palms with his legs dangling in space. From the outer ends of the two stout timbers which form the crosstrees, two smaller wire stays lead upward and encircle the top mast some 16 feet below the truck. With a wire stay cutting into each hand, assisted by a leg twist, the sailor starts mounting and shins the upper 16 feet as a boy does an apple tree. In untying the bowline and passing the end through the sheave he uses one hand and his teeth. The rest of his anatomy is busily engaged maintaining altitude.

My last view of the Chicago Kid and his pal was as they were crossing a bridge in Milwaukee "three sheets in the wind." Friendly enough when drunk, he waved farewell with a horrible leer intended to be a smile.

I never saw him again.

—W. O. STUBIG.

Index to Inland Seas

A SECOND REMINDER that an index to INLAND SEAS will be issued soon but sent only to subscribers who request it.

—D.L.R.

The Griffon Again

A SCREW BOLT and nut about 30 inches in length, one of several irons joining the keel, ribs and keelson, recovered from the wreck by the writer in 1930 was submitted by the Department of Public Works, Toronto, to the National Academy of Arts and Trades, Paris, France, for examination.

The report received by the Department from France of date July 9th, 1931, signed by J. F. Cellerier, Director of Experimental Laboratory of Scientific Research Museum of the Louvre, tells of the microscopic and macrographic examinations of the specimen and its chemical analysis, also its comparison with other similar "chevilles" of naval construction exhibits chronologically arranged in the National Naval Museum. The finding of the report is that "the bolt was manufactured by a process used in France previous to the 18th century and bears all essential characteristics of that process."

If this pronouncement is true, and we have no reason to doubt it, this bolt was part of the *Griffon* iron-work, manufactured in France and brought out to Niagara by La Salle in 1678, as this was the only French ship built "before the 18th century" or indeed at any time on the upper lakes.

Another strong indication of the antiquity of the derelict is in the fact that all the seams of the hull were found caulked with lead. No other ship on the Great Lakes is known to have been caulked in this manner.

When the question of lead caulking was submitted to Captain R. C. Anderson, the English authority, editor of *The Mariner's Mirror*, he stated that this process had some scant usage in the earlier centuries in the Scandinavian countries of Europe. In particular he quoted an example taken from his magazine, of a ship named *Krafvel* in Sweden

in 1544 having strips of lead pressed in the seams and secured with nails.

It might be added too that Commander E. F. McDonald of Chicago (with his *Mizpah*, often frequenting our waters), took samples from the *Mississagua* wreck and had them compared with samples from Niagara oak of 17th century growth. The University dendrochronologist conducting the examination declared the two groups were almost identical in age, rings, fibre and consistency.—*From articles by Roy F. Fleming in the "Manitoulin Expositor," Little Current, Ontario, September 13, 20, 1945.*

A Letter to the Editor

TO THE EDITOR:

In 1941 I made an excursion to Midland, Ontario, and in roaming around the town came upon, to my surprise, the remains of the good ship *Tigress*. She is high and dry and somewhat in need of repair, at least her roof is.

It seems reasonable to me to either get together and build up a fund to re-roof the *Tigress* or ship her back to the States.

Incidentally, where are all of Perry's fleet? I'm wondering if they could be re-located for posterity through INLAND SEAS. So far the *Scorpion* and *Tigress* are at Midland (See the Paul Kane article in October, 1945, INLAND SEAS.). The *Niagara* is at Erie. Where are the remains of the *Lawrence*, *Ariel* and *Porcupine*?

And inasmuch as INLAND SEAS is international in scope, where are the remains of Barclay's fleet?

—GEO. P. WAKEFIELD,
Vermilion, Ohio.



A condensation of Col. Musham's article (first part) "Ships That Went Down to the Seas" from INLAND SEAS, October, 1945, was printed in the "A Line o' Type or Two" column of the *Chicago Daily Tribune*, Friday, December 14, 1945.

Inland Seas

INLAND SEAS is pleased to report to members of the Society that subscriptions have been received recently from the American Antiquarian Society and the American Geographical Society. Also that a double column article on the Society appeared on the front page of the *Christian Science Monitor*, Central Edition, Saturday, November 17, 1945, which read as follows:

GREAT LAKES GROUP

The disaster of Col. John Bradstreet's bateaux flotilla attempting to pacify the Great Lakes country in 1764; the story of Justus Wells, rawboned master of the brig *Columbia*, which in 1855 carried the first iron ore cargo through Sault Ste. Marie; tales of Captain Bundy's "Gospel Ship;" and the staggering record of nearly 200,000,000 tons of ruddy ore carried in two peak war years—these are among the "inland seas' sagas" which the Great Lakes Historical Society would preserve and acclaim.

The society, in its second year and embracing a membership of nation-wide scope, which recently joined in the request to seat the United Nations Council on Sugar Island in the St. Mary's River, reminds the public of the importance of the Superior-to-Ontario region in both the past and present.

Alva Bradley, Cleveland financier, ship owner and proprietor of the city's American League Baseball Club, who is the Society's President, points out that besides providing for exploration and bearing life-giving commerce for the region, the Great Lakes touch upon the "heart-land" of United States population.

"States bordering the Great Lakes," says Mr. Bradley, "account for 52,000,000 of our 131,000,000 American population."

This "astonishing realization" gave impetus to a Cleveland group of industrialists, professional men, ship captains and lake enthusiasts in forming the Great Lakes Historical Society early in 1944, to preserve the lakes' "great past for a great future."

Welcoming interested groups and persons everywhere, the Society now has an enroll-

ment spreading far beyond the Great Lakes district. Its board of trustees includes Coast Guard Admiral Ralph W. Dempwolf, retired, of New London, Conn.; John A. Lowe of the Rochester (N. Y.) Public Library; Frederick F. Hill, Marine Museum, Newport News, Va.; Chase S. Osborn, former Governor of Michigan, now residing at Poulan, Ga.; Dr. Wayne L. Townsend, Washington University, St. Louis, Mo.

In collecting books, documents, records and objects relating to the lakes, the society is not superseding, but supplementing societies and museums already in operation, according to Clarence S. Metcalf, Cleveland Public Librarian, who is Executive Vice-President of the Society.

He explains that the Great Lakes Historical Society with its quarterly publication, INLAND SEAS, is the first attempt to express the common interest and qualities of all the communities bordering on the "tideless seas."

The latest issue of the quarterly includes a description by Marion M. King, librarian at Lorain, Ohio, of the boyhood of Admiral Ernest J. King in that city.

In his account of brawny Justus O. Wells, Mr. Metcalf tells of the lake master's youth, his leaving his Windsor, Vt., home to become a cabin boy on clipper ships, and his later debut on fresh water, when Wells and shipmates from the schooner *Rocky Mountain* "distinguished themselves" in a rescue of the crew of the Canadian bark *Grampus* and the Cleveland schooner *Henry Ainsworth* aground in a heavy sea at Oswego. As master of the *Columbia*, Mr. Wells brought his *Columbia* through the Soo, in 1855, with the first load of iron ore, for Cleveland Iron Mining Co.

The "gospel ships," relates Walter Havighurst, Professor of English at Miami (Ohio) University, were commanded by big, broad, bearded Captain Henry Bundy, who sailed his succession of "Glad Tidings" boats on the lakes in the '70s and '80s, carrying his family aboard, flying his banner "God is Love" from the mainmast, and putting ashore with a portable organ and gospel tent, conducting evangelistic services from Duluth to Chicago.

The society has arranged for the Cleveland Power Squadron, a chapter of the nationwide group devoted to the study of navigation and marine lore, to develop a room of Cleveland's Carnegie West Branch Library as

a museum of Great Lakes' mementoes. Other prints, documents and records are being received by Mr. Metcalf at Main Library, and information on sources of Great Lakes' data is being exchanged with libraries, individuals and organizations throughout the nation.

In the Notes and Comments section of the *Canadian Historical Review* for December, 1945, the following appeared:

In April, 1944, the Great Lakes Historical Society was organized with headquarters in the Cleveland Public Library, and in January, 1945, the first issue of the Society's quarterly bulletin *INLAND SEAS* made its appearance. The Society's interests touch Canadian history so intimately that any comment in that respect would be superfluous. A number of Canadian names appear in the list of the Society's charter members.

Inland Seas Overseas

IT WAS astonishing and gratifying to receive a postcard from Nice, France, with the following message:

I see the mention of *INLAND SEAS* in the bulletin of NYPL (New York Public Library). I should be obliged if you would inscribe us on your permanent mailing and forward us a few back issues. Some photographs of the scenery and of the ships and their inside arrangements would be appreciated for our exhibits and eventually for articles. Forty years ago I enjoyed the over night trip from Buffalo to Cleveland on the lake. Any reports on the master plan, park systems of the Great Lakes towns would be appreciated. Mainly a copy of the big album of the civic center of Cleveland which I brought back in 1904 and which was stolen from our Paris office by the Germans. Thank you. Most cordially,

GEORGE BENOIT-LÉVY,
Director of l'Association,
Cites-Jardins de France.

It is suggested that libraries or historical societies who are members of the Great Lakes Historical Society may have pamphlets and pictures such as M. Benoit-Lévy requests and can forward

them to him in the name of the Society and *INLAND SEAS*.
—D.L.R.

This Month's Contributors

(Excepting the Editorial Staff)

ELSIE JANET FRENCH is a retired school-teacher living at Wakeman, Ohio.

RICHARD P. TAPPENDEN is a teacher in the Shaker Heights, Ohio, High School.

REV. EDWARD J. DOWLING, S.J., teaches mechanical drawing at the University of Detroit. He is a member of the Society for the Promotion of Engineering Education, and the Marine Historical Society of Detroit.

FRANCIS P. WEISENBURGER is a professor of history at Ohio State University.

CHAS. E. FROHMAN is vice-president of The Hinde & Dauch Paper Company, Sandusky, Ohio.

H. A. MUSHAM, a Chicago naval architect, has written many articles on Great Lakes affairs. The first part of the present article appeared in the October, 1945, issue.

R. A. BROTHERTON of Negaunee, Michigan, a civil engineer in the land department of the Cleveland-Cliffs Iron Company, continues the "Story of Philo Everett's Trip" from the October issue.

The late Captain THOMAS E. MURRAY was a fleet captain of the Cleveland-Cliffs Iron Company.

E.R.O. is ELIZABETH R. ORD of the History Division Staff of the Cleveland Public Library; P.W.M. is P. W. McDERMOTT of the General Reference Division; and J.W.B. is JAY W. BESWICK of the Literature Division. R.F.F. is ROY F. FLEMING, an official of the Property Owners Association of Ottawa, Canada.



Book Reviews

NORTH STAR COUNTRY, by Meridel LeSueur. New York, Duell, Sloan and Pearce. 1945. \$3.00.

When Benjamin Franklin contrived to shift the International Boundary north to the Pidgeon River, he planned better than he knew. For here in the vast northern reaches of Minnesota lay hidden the great Mesabi, the Vermilion, and the Cayuna ranges, whose red gold was destined to create a new age, to reshape the life of a people and to furnish the grist for the mills of war. But this is only one facet in Meridel LeSueur's dramatic and compelling new book, *North Star Country*. The author writes with fine feeling of Wisconsin, Minnesota, upper Michigan and the fringe of the Dakotas. The saga of man's enterprise and the whole fabric of a middle border culture are unfolded.

Geographically, the North Star country lies in almost the exact center of North America, with Minnesota as its focal point. To the west golden stretches of prairie roll away toward a flat horizon. To the north silent forests stand watch. To the south and the east green hills, gentle valleys and deep streams fan out in all directions. Big cities and small towns round out the picture.

Most historians credit the French explorers with being the first arrivals in this region. There were Nicolet, Mesnard, Marquette, and Joliet. La Salle, Hennepin, and Du Luth added luster to the list. But the author introduces evidence that "8 Goths and 22 Norwegians" preceded them all, in the year 1362. This may well have been the harbinger of the immigrant tide that followed in the centuries to come, for no racial group contributed a greater or sturdier heritage than the Scandinavians. The Norwegians were joined by the Irish and they by the Germans and Lithuanians. The Czechs and the Slovaks came in 1847. The French, the Finns, the Poles and the Russians also saw the brightness of the North Star and turned their faces, lighted with hope, in its direction. Thus was an empire carved from a wilderness—created, nurtured and sustained.

The author sets herself a stern task. For this book is well rounded, interpretive regionalism, ambitious in scope. The roles of the early hunter and trader are well drawn and here the Astor fur dynasty is subjected to some rough handling. The impact of the steamboat and later of the railroad add color and romance. Twenty-eight pages chronicle the annihilation of the Sioux. The warp and the woof of frontier society, folkways and politics are explored with vigor. The dramas of iron, lumber and wheat contribute some of the most powerful and stirring passages in the book. And lastly, there are the contemporary highlights, the drought and the dust storms wrapped in poignant and moving prose, the embattled farmers, labor strife and the heart-break and tragic overtones of World War II.

This is a people's history and a region's folklore set down as literature. This is a poetic book too, skillfully written with a sympathetic yet virile approach. The author decries the impoverishment of the soil, the denuding of the land and the exploitation of the weak, and with justification. The characters—and there are many of them—have individuality and emerge as real personages. There are some bitter pages and

there is a dour, grim, hard-bitten quality that reaches out to the reader all too frequently. There are some distortions. A more integrated arrangement of the subject matter would be desirable. Loosely knit, episodic chapters do not contribute to a smooth flowing narrative. But these are minor matter in a major book. For in final analysis, Meridel LeSueur is an articulate and ardent spokesman for her region. She gives voice to a lusty and turbulent past, and joins the select company of contributors to the American Folkway Series.

—E.R.O.

A SAGA OF THE ST. LAWRENCE, by D. D. Calvin. Ryerson Press. 176 pp. \$3.

A Saga of the St. Lawrence is one of many books about the Great Lakes waterways, but unique in being the only one (except the same author's *Corner of Empire*) descriptive of timber rafting down the St. Lawrence River.

The narrative is chiefly the story of Delano Dexter Calvin (1798-1884) and his family in developing the timber-forwarding trade on the Great Lakes and the St. Lawrence River with headquarters at Garden Island opposite Kingston at the foot of Lake Ontario. Allied with the timber business were shipbuilding, towing and latterly wrecking.

Calvin was a hardy American boy from the farm. His first venture in the timber trade was the collecting and piloting of a crib of timbers from Clayton, New York, down to Quebec in 1825, which netted him a profit of \$610. Coming to Garden Island and Kingston in 1836 he founded successive partnerships, the final one under the name of D. D. Calvin & Co. In its palmy days the firm employed from 500 to 700 men with an annual payroll of \$1,500,000.

The timber rafting business as described in the volume, was part of the pioneer development of Upper Canada and the States bordering on the lakes, where the forests were being cleared and the better timbers sold. It was the work of the Calvin Company to collect these timbers (chiefly squared) in barges from the lakeshores and bring them to Garden Island harbor. There they were formed into rafts (a little industry in itself) and then guided down the St. Lawrence with several dangerous rapids, to Sillery, Quebec, where they were shipped across to the ship-yards of Britain. Good Amie Guerin, that valiant voyageur of the river, piloted all the Calvin rafts from 1875 till his death in 1909.

The Garden Island people are described as a distinct fraternity of navigators and craftsmen, equal to all duties of navigation in calm or troubled waters, even salvaging where others had failed.

Even in death Calvin's career was picturesque. When he died in 1884 at the age of 86, his funeral was by water passage like the Viking kings of old. On that May day two steamers draped in black with flags at half mast, the Kingston one with Sir John A. McDonald, Prime Minister, and other mourners aboard, and the Garden Island one with the remains of the deceased and friends, sailed quietly down the great river for burial at the man's old home at Clayton, New York.

The author, grandson and namesake of the Garden Island pioneer industrialist, fortunately had liberal archives of family and business records from which to gain much of his data. *A Saga of the St. Lawrence* fills a special blank in the history and romance of the Great Lakes waterways.

—R.F.F.

ERRORS IN OFFICIAL U. S. AREA FIGURES, by Chase S. Osborn and Stellanova Osborn. Lancaster, Pa., The Science Press Printing Company, 1945.

Statistically, when you go bathing or boating on the southern reaches of the Great

Lakes, you go out of this world. That is as it should be esthetically, perhaps, but not statistically.

With detailed thoroughness the Osborns present their case against the reference books and the Bureau of the Census. It is briefly this: Although contained within boundary lines, defined and fixed by treaty, and by national and state laws, the Great Lakes area of the United States is not included in the national or state total area figures. The discrepancy amounts to 60,422 square miles, which, even among statisticians, is not slight enough to retire to the footnotes.

The problem has nothing to do with three-mile limits and the high-sea puzzles of the sea coasts, which will require international decisions. Such decisions have already been made in establishing the boundaries between the nations and states concerned. Ohio, for instance, is not bounded by Lake Erie on the north, but by the province of Ontario, Canada; the intervening lake area to the international boundary being as much a part of the state as the Everglades are of Florida.

The three-mile limit, incidentally, need no longer be an ambush for floating gambling houses. In 1939, an excursion steamer set out from Milwaukee, equipped with slot machines and an attorney's opinion. Beyond the three-mile limit the equipment went into action, and so did the deputy sheriffs who were aboard. For, the *Milwaukee Journal*, recalling some of the Osborn correspondence, had looked into the law, and discovered that the sheriff's office had jurisdiction clear to the middle of Lake Michigan.

Nevertheless, ever since the first basic area measurements in 1881, the Great Lakes omission has been maintained by the Bureau of the Census (except in footnotes and supplements) and consequently broadcast by the reference books. For, although the Bureau disclaims any legal responsibility for its figures, it is the only authoritative source for such information. The omission went unchallenged until six years ago, when former Governor Osborn of Michigan and his daughter, Stellanova, began to worry about it.

Chase Salmon Osborn, a charter member of the Great Lakes Historical Society, was born in Indiana in 1860, and shortly thereafter began to gather university degrees, a large family, a half-dozen newspapers and at least as many government appointments in Michigan, crowning this achievement with the governorship of the state in 1911-12. In his spare moments he became an enthusiastic sportsman and woodsman. A naturalist, he attracted the attention of scientists with an explanation of the origin of the firefly's light. An explorer and geologist, he traveled in all the countries of the world, and was credited with the discovery of the Moose Mountain iron range in Canada, and the Ndanga iron range in Southeast Africa. He sat down long enough to be the author or co-author of some ten books on travel, theology, history, geology, international boundaries and Indian legends. Obviously the Osborn concern about 61,000 missing square miles, particularly 39,000 Michigan square miles, would be something more than a sigh.

At first glance the casual reader may see in this book little more than a tempest in an ink pot, and the repetition of the case throughout the book is apt to further that impression. But Great Lakes devotees will certainly see something more than indoor sport here. For this is a scrap book, not only of an invigorating battle against apparent bureaucracy, but of a personality unique in these parts—a defender of Great Lakes prestige who refuses to stay on the defensive. Boiled down to syllogisms or exploded into the bombardment that is the whole book, the logic seems irrefutable. The State of Michigan has done something about it by officially recognizing its

Great Lakes square miles. Only the Bureau of the Census remains unconvinced—wobbly, but unconvinced.

Section IV, a gathering of basic documents on the international and state boundaries in the Great Lakes region, has particular value for reference purposes.

—P.W.M.

ROCHESTER THE WATER-POWER CITY, 1812-1854, by Blake McKelvey. Cambridge, Mass., Harvard University Press, 1945. \$4.00.

It will be news to most people that in New York, cities and towns are required to appoint city or town historians, paid out of public funds. Rochester has taken this requirement seriously. Its City Historian and Assistant City Historian hold office under civil service laws, and their funds are part of the budget of the Rochester Public Library.

This volume by the Assistant City Historian is a model of scholarship, showing that state historical society heads are not the only public officials who can produce books containing literary craftsmanship and sound historical research. This publication is even paid for out of a special city fund, so that this is definitely an all-Rochester undertaking. Because of its connection with the Rochester Public Library, a charter member of the Great Lakes Historical Society, *INLAND SEAS* feels a kind of cousinly pride in this book.

As a city located beside falling water, Rochester belongs with textile towns like Lowell and Manchester, and the flour-milling center of Minneapolis, though never so narrowly specialized as either. Its fame in photographic and optical fields was developed after the period of this book, and perhaps will be elaborated in a sequel. A later volume should also tell of Rochester's port development, which is of special concern to *INLAND SEAS*.

Rochester derives its name and its existence from Colonel Nathaniel Rochester of Maryland, who bought land at the falls of the Genesee in 1803. The first cabin, on the site of today's Powers Building, was completed by July 4, 1812. In the next few years the settlement expanded, profiting from its nearness to the lake. "Sixty sailing craft, probably none of them much over a hundred tons' capacity, were busily engaged in the commerce of Lake Ontario. In 1818 an average of fifteen vessels a day passed down the St. Lawrence during a six weeks' period." A year previously the new community was incorporated as Rochesterville. The name Rochester was used unofficially for convenience, and eventually—the book does not make it clear when—replaced the longer form.

The greatest boon to Rochester, besides its superb source of waterpower, was the Erie Canal, which began to carry traffic eastward from the town in 1823. Then Rochester boasted five hotels, each accommodating from fifty to seventy persons. So reports an English traveler, who adds that he breakfasted at one hotel on "a variety of meats, pies, cakes, tarts, etc." Thanks to the westward migration, which the canal fostered, Rochester became America's first boom town. Eventually, however, it was passed in population first by Buffalo and then by Toronto.

Colonel Rochester died in 1831, a fact recorded in the text but not in the otherwise detailed and satisfactory index. A contemporary observer depicts the bustling town. "About seven, the various buildings sent forth their representatives to breakfast. Then could be seen the yet slumbering clerks reclining upon the boxes outside the doors, or stretched at full length on the counters during the absence of their employers." At ten fashionable ladies took their promenade. At twelve the mechanics

went to dinner, and at one the merchants and professional men. These dined at home, returning with half smoked cigars and zeal for the afternoon's business.

Much detail is given of political and social life, with mention of many names famous in Rochester history. Oddly enough, for all the city's prosperity, it numbered few inhabitants who have left their impression elsewhere, nor did it figure in the better literature of the day.

Well illustrated with portraits, early views and maps, this is a work which will not need to be done again. It is to be hoped that Mr. McKelvey will carry the story forward to the present day.

—G.W.T.

SEA, SURF AND HELL: THE U. S. COAST GUARD IN WORLD WAR II, edited by Arch A. Mercey and Lee Grove. Introduction by Ellis Reed-Hill. New York, Prentice-Hall, 1945. \$3.00.

In the long and honorable history of the United States Coast Guard since its establishment in 1790, nothing has exceeded in magnitude and importance the heroic part which this service played in the successful execution of World War II. The story of its participation, involving great hardship and self-sacrifice as well as the glamour which is commonly associated with it, deserves to be told and retold, not only as formal history, but also in a more personal and popular way. That story has already been made the subject of several recent books, but perhaps none will prove to be of more general interest than this anthology of narratives and articles recording individual experiences and observations. For here is a volume that contains the material of history without formality, and which stands out for its intensely human character, its variety, and readability.

A few of the pieces were written by war correspondents, news analysts, and other civilians, but the majority are by Coast Guardsmen of all ranks, with the result that they have that freshness and intimacy that come from being first-hand. The compilers, members of the United States Coast Guard Reserves, have made a selection that is representative of practically every aspect of Coast Guard work, arranged according to area of operation. There are sections devoted to the traditional shore and off-shore duty, arctic activities off Greenland, the Battle of the Atlantic, and the storming of beaches in the European and Pacific theaters. Included also is such miscellaneous material as an article on the training of SPARS, a sketch of a dog that served as mascot of a cutter, a chronology, a glossary, even poetry and song.

There are some items of specific Great Lakes interest. For example, a graphic account is given of the tragic end of the cutter *Escanaba*, which prior to the war had served on the lakes with her home station at Grand Haven, Michigan, and which later distinguished herself in the rescue of 133 survivors from a torpedoed ship in the Atlantic. A chapter reprinted from Rex Ingraham's book, *First Fleet*, pays tribute to the valuable service rendered by the Coast Guard aviation branch in observing ice-pack conditions in the lakes. By supplying information of this kind, the Coast Guard helped make it possible for ore ships to operate weeks earlier than usual, thus contributing to the production phase of the war effort.

As might be expected in a collection of this sort, the quality of the writing is very uneven, but the book is more significant from the point of view of its subject matter than for any literary value which parts of it may have. Its excellence is increased by fine illustrations consisting of official United States Coast Guard photographs, and also by introductory notes, bibliographical references, and other signs of careful editing.

—J.W.B.

THE IMMORTAL ERIES, by Raymond C. Vietzen. Elyria, Ohio, Wilmot Printing Company, 1945. \$3.00.

The author of "Ancient Man in Northern Ohio" has written another comprehensive account of the remains of the Eries, those early Indian inhabitants of Ohio who finally succumbed to their Indian enemies and disappeared from history.

The Erie territory stretched from Ripley, New York, and Erie, Pennsylvania, westward to the Maumee River. Their remains are found in a large part of northern Ohio, in Vermilion, various towns of Cuyahoga County, and in at least three Lake Erie islands. Kelley's Island, easily reached by canoe from Sandusky or Marblehead, was an Erie refuge from their enemies the Iroquois. Rock-carvings show human figures, pipes and smoking groups, apparently depicting the wars of the Eries and Iroquois and finally the coming of the triumphant Wyandots. North Bass and Catawba Islands also show a few Erie remains.

Mr. Vietzen has done a good job, and his book would make a good addition to any lake lover's bookshelf.

—G.W.T.

NOVEMBER STORM, by Jay McCormick. Garden City, New York, Doubleday, Doran and Company, 1943. \$2.50; Toronto, McClelland & Stewart, \$3.00.

Winner of an Avery Hopwood award at the University of Michigan, this novel presents a brutally frank picture of the crew of a Great Lakes freighter, centering around the life of a teen-age orphan. It traces with keen psychological insight the development of Sean Riley, during a single season on the Lakes, from a sensitive and uncertain boy into a hardened, self-confident youth. The entire action takes place aboard the ship and in the port cities, where the men make brief contacts with their friends and acquaintances, their wives, and other women who are not always of the best moral character. The complexity of the human relationships is heightened by rivalry and personal jealousies, leading in one instance to an undetected murder. A violent storm, in which the ship is wrecked, provides a dramatic climax.

This is primarily a novel of character and incident. Some of the characters and situations do not seem very convincing, but Sean and a few of the other men are exceedingly well portrayed.

—J.W.B.

CLIPPER SHIP MEN, by Alexander Laing. Illustrated by Armstrong Sperry. New York, Duell, Sloan and Pearce, c1944. \$3.00. Toronto, Wm. Collins Sons & Co. \$3.75.

Those who want a factual record of the achievements of the clipper ships—the story of *what* happened—will find it in Arthur H. Clark's *The Clipper Ship Era*, Carl C. Cutler's *Greyhounds of the Sea*, and elsewhere. This book not only tells that story, but it attempts to interpret man's efforts to imagine the perfect ship and to explain why the developments took the particular course which they did.

Some of the ideas that have gone into ship architecture are traced back to times long before the birth of Christ, and all through the ages new ideas have been added from time to time in response to changing needs and trends of thought. The men who built the great cathedrals, we are told, could have constructed clippers if they had wanted to, but they were moved to express their genius in other ways. Merchants were slow to realize the value of employing the best scientists and artists, and they had not yet made the relatively recent decision that speed is a virtue. There were very significant achievements in the sixteenth century, but the mounting wave of improvement which led in the direction of the clipper ship did not begin until the

period of the Revolutionary War, when Joshua Humphreys began to design and to supervise the construction of his famous frigates.

Until about a hundred years ago, the development took place largely by trial and error. Then in the 1840's, the era of the clipper ship proper, things really happened. By this time the increase of speed had become a primary factor in the minds of Americans, and there was a search for new principles to attain that end scientifically. A series of geniuses appeared, first of all in the person of that practical "try-it-and-see" shipmaster Nathaniel B. Palmer, and the draftsman John W. Griffiths. Samuel H. Pook succeeded in combining effectively the theories of Palmer and Griffiths. The ultimate was reached in such vessels as the *Sovereign of the Seas*, built by Donald McKay. McKay, whose genius was not so much inventing as it was manufacturing, simplifying, adapting, and gathering together the work of others, is described as the Henry J. Kaiser of his day.

In the peaceful period of the Yankee clipper, young America sought, through her sea-faring activity, to spread her ideas of political freedom and democracy throughout the world. The attempt failed because it was cut short by internal strife. The author suggests that after the present war is won we need to have a new clipper-ship era, both on the sea and in the air, during which, having learned our lessons from the past, we may finish the task of making the world safe for democracy.

Mr. Laing, assistant librarian at Dartmouth College and a versatile author, writes well. While strictly adhering to the facts, he succeeds in making history readable and in popularizing technical material. The sketches and diagrams by Armstrong Sperry lend atmosphere and add materially to the layman's understanding. — J.W.B.

SAGA OF MARBLEHEAD AND THE GREAT LAKES, by E. William Morton.
(In *The Rudder*, July, 1945.)

How does lake sailing strike a yachtsman used to salt water? W. William Morton, whose 25-foot cabin cruiser, *Saga*, hailed from Marblehead, Mass., tells of his sad heart when his firm transferred him to Chicago. Compared with the ocean, the lakes, he thought, even if called Great, must be mere ponds.

The sight of Lake Michigan at Michigan City, Indiana, cheered him somewhat, and the trim yacht basins at Jackson Park, Chicago, even more. Eventually he got his boat shipped West (by rail after truck charges proved exorbitant), and shipped so securely that she showed no signs of her trip when put in the water.

Mr. Morton's story is good medicine for scornful yachtsmen of the Atlantic.

—G.W.T.

SHIP HANDLING IN NARROW CHANNELS, by Carlyle J. Plummer. New York, Cornell Maritime Press, 1945. \$2.00.

"There is some information a commanding officer should have that cannot be found in texts." So begins this practical manual by Lieutenant-Commander Plummer of the Coast Guard Reserve. It is primarily meant for freighters or tankers 500 feet or more long. It treats such topics as suction as an asset, anchoring, mooring, the best trim for maneuvering, using tugs advantageously and the use of anchors to maneuver. No localities are mentioned. The book is simply written and freely illustrated with pictures and diagrams.

With promotion as rapid as it is today, many matters come up in this book which newly promoted officers have had no opportunity to learn. They and also their superiors of long standing will find much of profit in this small book. —G.W.T.

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Centralize information regarding such collections through the cooperative efforts of local historical societies and libraries throughout this area.

Sponsor an inclusive bibliography or finding list of materials on Great Lakes history and historical material scattered over the entire area and to be found in public, private and college libraries, in historical societies and religious institutions of the United States and Canada.

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